

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - October 29, 2003 - 3:30 P.M.
State Administrative Board Meeting - November 4, 2003 - 11:00 A.M.

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MINERAL LEASES

1. Ten (10) Direct Metallic Mineral Leases - Development, Prime Meridian Resources, Inc. of Fond du Lac, Wisconsin, 3,853.13 acres, more or less of State-owned minerals located in Sections 16, 17, 20, 21, 28, 29 and 32, T43N R31W, and Section 16, T45N R31W, Mansfield Township, and Section 9 and 15, T44N R32W, Crystal Falls Township, Iron County.

Terms: Ten years, standard rental (\$3.00 per acre) and royalty (2 to 7 percent), bonus consideration \$7,706.26 (\$2.00 per acre).

2. One (1) Direct Metallic Mineral Lease - Development, Prime Meridian Resources, Inc. of Fond du Lac, Wisconsin, 120 acres, more or less of State-owned minerals located in Section 26, T47N R44W, Wakefield Township, Gogebic County.

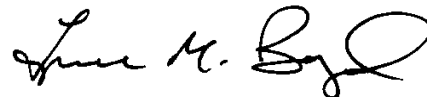
Terms: Ten years, standard rental (\$3.00 per acre) and royalty (2 to 7 percent), bonus consideration \$240.00 (\$2.00 per acre).

These items were formally approved by the Director of the Department of Natural Resources on October 10, 2003. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources



By: _____
Lynne M. Boyd, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 29, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: November 4, 2003 - State Capitol, 11:00 AM

CONTRACTS

1. HIGHWAYS – Increase Scope and Amount

Amendatory Contract (2000-0111/A4) between MDOT and Pathway Services, Inc., will provide for additional services for the collection of statewide pavement network condition data and will increase the contract amount by \$57,497.50. The data to be collected will include surface distress data, longitudinal profile data (International Roughness Index and Ride Quality Index), and transverse profile data. The original contract provides for the collection, surveying, and processing of pavement condition information in various counties (CS 84900 – JN 72078). The contract term remains unchanged, September 18, 2000, through March 31, 2004. The revised total contract amount will be \$2,290,422.50. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The Operations Group oversees collection and processing of network-wide pavement surface condition data. This data is utilized for preservation strategy and project development, as well as for treatment fix performance analysis and research. MDOT's 2007 network condition goals are based on Remaining Service Life values that are created using the Operations Group's collected data.

Benefit: GPS coordinates are recorded at the same time as pavement surface distress/ride and rut measurements are taken along MDOT's roadway network. The network condition data can then be linked via the GPS points to MDOT's Geographical Information Systems (GIS). GIS facilitates more effective and efficient management of the network by utilizing graphical map-based formats. Such data formats assist the management and monitoring of multiple network characteristics (including surface condition), which ultimately drive MDOT decision-making as to where limited budgets should be spent most cost-effectively. Therefore, GPS is a key to increasing MDOT's abilities in the area of pavement (asset) management. Acquiring the collected GPS points from the contractor, along with the collected condition data, is the first step toward such an improvement.

Funding Source: The existing MDOT contract with Pathway Services for 2002/2003 data collection is funded 100% by State Funds (Michigan Betterment) - Job Number 72078.

Commitment Level: MDOT's quantity of roadway mileage (12,250) to be collected by Pathway Services is fairly stable. Therefore, with Pathway's quoted unit prices (per respective year) being fixed, the department's level of commitment becomes fairly fixed and should waiver only slightly (based on mileage measurement variance between different equipment).

Risk Assessment: As the MDOT moves forward with further implementation of GIS for improved management of its pavement information, it is essential to have GPS coordinate data collected in tandem with any type of condition measurement data desired to be monitored within the created GIS. Therefore, not having GPS coordinate data collected would seriously inhibit the ability to link collected condition data to the GIS, thereby leading to under-utilization of both the pavement condition data and the capabilities of the GIS tools.

Cost Reduction: MDOT had previously authorized Pathway Services in 2000/2001 to provide GPS data at a unit cost rate of \$4.50/mile (averaged between the two years). Now the cost rate for delivery of 2002/2003 GPS data has been arrived at by increasing the 2002 rate of \$4.50 by 3% incrementally for each of 2002 and 2003 (to \$4.63 and \$4.76, respectively).

* Denotes a non-standard contract/amendment

New Project Identification: Not a new project.
Zip Code: 73068

2. HIGHWAYS - IDS Time Extension

Authorization Revision (Z10/R1) under Contract (2001-0136) between MDOT and Tyme Engineering, Inc., will extend the authorization term by one year to allow time to final out the project and prepare for project certification for M-53 in Macomb County. The revised authorization term will be November 6, 2002, through October 31, 2004. The authorization amount remains unchanged at \$256,522.73. The contract term is November 15, 2000, through October 31, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This revision is to extend the authorization term by one year to allow time to final out the project and get ready for project certification. This project is 8.5 miles of new bituminous freeway including seven bridge structures and landscaping. The anticipated completion date of this project is October 31, 2004. An extension to the completion date of services is requested until October 31, 2004.

Benefit: This revision will allow for continued inspection and staking on the project while the contractor is working, as required for a federally funded job.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without a time extension there will be no inspection on the job, as required for a Federally-funded job, which may result in a product that does not meet MDOT and FHWA specifications.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for 8.5 miles of new bituminous freeway.

Zip Code: 48065

3. HIGHWAY - IDS Design Consultant Services

Authorization Revision (Z1/R1) under Contract (2001-0137) between MDOT and Alfred Benesch & Company will add additional bridge scoping services to the project work and will increase the authorization amount by \$6,397.80. The original authorization (Z1) provides for bridge scoping in Metro Region for the "2007 Bridge Call for Projects." The term of the authorization remains unchanged, November 13, 2002, through January 16, 2004. The revised authorization amount will be \$106,202.63. The contract term is January 16, 2002, through January 16, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this additional service is to evaluate three bridges to determine the structural integrity and to provide a report outlining any needed repairs and what repairs should be performed.

Benefit: The benefit to the region would be the knowledge of the needed repairs and what safety issues may be critical to MDOT in meeting its safety program.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If these services are not performed, MDOT may risk missing one of the bridges that should be repaired and this could cause injury to the traveling public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new project; it is the evaluation of existing bridges.

Zip Code: 48901

4. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z10/R1) under Contract (2001-0669) between MDOT and Rowe, Inc., will provide for a road survey for the design of concrete pavement inlay and shoulder repairs and will increase the authorization amount by \$32,753.96. The original authorization (Z10) provides for design services on US-23 from Thompson Road to I-75 in Genesee County (CS 25031 – JN 75247C). The term of the authorization remains unchanged, August 6, 2003, through April 29, 2005. The revised authorization amount will be \$312,872.77. The contract term is April 29, 2002, through April 29, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to provide a road survey for the design of concrete pavement inlay and shoulder repairs. The added road survey will provide for increased traffic control to improve safety for both surveyors and motorists and will help to limit liability for MDOT and the consultant, Rowe, Inc.

Benefit: The ultimate road construction will provide improved road surface conditions and improved ride quality. The design can start upon completion of this road design survey.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Road surface conditions will continue to deteriorate unless this project is designed and built. The design cannot start until the survey is completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is to repair existing roadway only.

Zip Code: 48507

5. HIGHWAYS - IDS Design Consulting Services

Authorization (Z4) under Contract (2002-0137) between MDOT and Bergmann Associates will provide for the early preliminary engineering (EPE) study to determine the cross section and vertical and horizontal alignments of a new double track railroad connection between the Canadian National (CN) and the Norfolk Southern (NS) Railroads in Calhoun County (CS 13031 - JN 58955). The work items include developing illustrative alternatives, conducting EPE aerial mapping, and developing practical alternatives. This authorization will be in effect from the date of award through May 8, 2005. The authorization amount will be \$563,416.54. The contract term is May 8, 2002, through May 8, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To determine the cross section and vertical and horizontal alignments of a new double track railroad connection between the Canadian National (CN) and the Norfolk Southern (NS) Railroads.

Benefit: The benefits will be the on-time performance and reduced travel times of current intercity passenger trains. There will also be reduced maintenance costs to CN and NS, and freight trains will be able to move more fluidly through this area.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk will be continued delays for passengers and on-time delivery of products to the region.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This project is for two new double track railroad connections between Canadian National (CN) and the Norfolk Southern (NS) railroads.

Zip Code: 49242

6. HIGHWAYS - IDS Traffic and Safety Consultant Services

Authorization (Z6) under Contract (2002-0334) between MDOT and Tetra Tech MPS will provide for traffic and safety services assistance in the Grand Region on an as-needed basis. The work items include providing all work related to the performance of various traffic engineering and/or technician duties. This authorization will be in effect from the date of award through April 16, 2005. The authorization amount will be \$110,449.70. The contract term is April 17, 2002, through April 16, 2005. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization is for as-needed traffic services assistance in the Grand Region. These services will support the delivery of MDOT's capital outlay programs in a timely manner. Increased emphasis on safety at all levels of MDOT operations has increased the need for additional resources in the area of traffic safety.

Benefit: The benefit is to assist the Grand Region traffic engineers to complete required tasks and duties.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The traffic resources within the region are inadequate to complete the tasks necessary to support the construction program, capital preventative maintenance program, and the bridge program in a timely manner.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49504

7. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z2/R1) under Contract (2002-0444) between MDOT and Northwest Design Group, Inc., will add remaining fieldwork and design services on I-75, south of US-2 northerly 1.01 miles, including six ramps (CS 49025 - JN 75291C) and will increase the authorization by \$253,886.41. The original authorization (Z2) provides for preliminary design and survey work on I-75. The term of the authorization remains unchanged, October 3, 2003, through May 15, 2005. The revised authorization amount will be \$301,561.56. The contract term is May 15, 2002, through May 15, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This project is a part of the preserve first initiative that was implemented in 2003. This portion of I-75 is in a more highly populated area (St. Ignace) than many other portions of I-75, so the benefits of the improvements will impact a large portion of the motoring public in the area surrounding St. Ignace and using I-75. This project is also part of the Superior Region's pavement strategy to achieve 95% good freeway miles by 2006.

Benefit: Prepare plans for improvements to I-75 and associated ramps at US-2 and Portage St. This will allow reconstruction of one of the poorest sections of I-75 in FY2005.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The total costs are fixed by lump sum milestone; however, the number of hours to perform this work has been estimated and may vary.

Risk Assessment: The risk of not completing the project is a higher cost for maintenance of the roadway due to increased deterioration and a higher probability for property damage claims due to potholes and loose pavement being thrown up by traffic.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No.

Zip Code: 49781

8. HIGHWAYS - IDS Research Services

Authorization (Z3) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for research services for Phase I of the Condition Assessment and Methods of Abatement of Prestressed Concrete Box-Beam Deterioration project for the study of current conditions of and potential repair techniques for deteriorating adjacent box beam bridges in Michigan. The authorization will be in effect from date of award through September 12, 2006. The authorization amount will be \$76,547. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Deterioration of in-service prestressed concrete (PC) beams has become an issue of great concern. Some of the major concerns are deterioration at the beam ends and corrosion of prestressing strands. This project will provide for identification of causes and cures of adjacent PC box beam deterioration and development of recommendations for improving the durability of PC adjacent box beam bridges.

Benefit: Early detection of adjacent PC box beam deterioration and incorporation of recommended practices for rehabilitation can lead to cost effective repairs and increased safety to the traveling public.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The study will find some in-service deteriorated adjacent PC box beams and will be able to predict any reduction in live load capacity and provide guidelines for rehabilitation. The guidelines will be immediately applicable and will become even more relevant in the future, since the PC box beam population will continue to age and deteriorate and early detection and prevention will provide longer service life.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: New research project.

Zip Code: 49931

9. HIGHWAYS - IDS Design Consulting Services

Authorization (Z1) under Contract (2003-0157) between MDOT and Aero-Metric, Inc., will provide for aerial photography, photogrammetric ground control survey, and aerial mapping for the reconstruction and repair of M-85 (Fort Street) from Sibley Road to Goddard Road, in Wayne County (CS 82211 - JN 72409C). The work items include very low altitude aerial photography, photogrammetric ground control surveys and targeting, and topographic mapping. This authorization will be in effect from the date of award through March 27, 2006. The authorization amount will be \$208,591.36. The contract term is March 27, 2003, through March 27, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Reconstruction, repair, and rebuilding of M-85 (Fort Street) from Sibley Road to Goddard Road with a concrete and bituminous composite pavement, curb and gutter, ditching, culvert and storm sewer work.

Benefit: This project will provide a safer roadway and smoother ride for the public through this area.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The road surface is rough and turn lanes are broken up and deteriorated. Reconstruction of the road surface is necessary because it is in poor condition and beyond milling and resurfacing.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This project is to repair the existing roadway only.

Zip Code: 48209

* Denotes a non-standard contract/amendment

10. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z3) under Contract (2003-0321) between MDOT and Tyme Engineering will provide for construction engineering services assistance in the Metro Region on an as-needed basis. The work items include providing all work related to the performance of various office technician duties. This authorization will be in effect from the date of award through June 5, 2006. The authorization amount will be \$140,749. The contract term is June 5, 2003, through June 5, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization is for as-needed construction engineering services assistance in the Metro Region. These services will support the delivery of MDOT's capital outlay programs in a timely manner. At present, there are no MDOT employees in this position.

Benefit: The benefit is to assist the Metro Region construction engineers to complete valuable and necessary tasks and duties that would otherwise not be possible.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The staff resources within the region are inadequate to complete the tasks necessary to support the construction program in a timely manner.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48060

11. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2003-0343) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for design services for bridge replacement on US-24 over Silver Creek, City of Flat Rock, Wayne County (CS 82051 - JN 48539D). This authorization will be in effect from the date of award through August 22, 2006. The authorization amount will be \$144,784.68. The contract term is August 22, 2003, through August 22, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This project is part of a future road project that includes the widening of US-24.

Benefit: The bridge is being replaced because of the poor condition of the existing bridge.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The poor bridge condition can become a liability to MDOT. The road project can not proceed if the bridge is not improved.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Rehabilitation of an existing project.

Zip Code: 48134

12. HIGHWAYS - IDS Design Consultant Services

Authorization (Z10) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for the design for the reconstruction of I-96 from M-11 (28th Street) easterly to the far east side of Thornapple River Drive and for a new free flow interchange at I-96 and 36th Street in Cascade Township in Kent County (CS 41024 - JN 45271C). The work items include road design, geometric tasks, geotechnical investigation, drainage design, and wetland mitigation. This authorization will be in effect from the date of award through September 10, 2006. The authorization amount will be \$475,396.80. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for the design for reconstruction of I-96 from M-11 (28th Street) easterly to the far east side of Thornapple River Drive and for a new free flow interchange at I-96 and 36th Street in Cascade Township in Kent County.

Benefit: The benefits include capacity improvement for the M-11 corridor for Gerald R. Ford International Airport traffic and continued progress toward meeting the 2007 pavement condition goals along the I-96 corridor.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not completing this project is increased capacity issues related to the M-11 corridor, causing increases in accidents and motorist delays.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a partially new project. The interchange is new, but the remainder of the project is not new.

Zip Code: 49512

13. HIGHWAYS - IDS Design Consultant Services

Authorization (Z11) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for the design for the reconstruction of I-96 from M-11 (28th Street) easterly to the far east side of Thornapple River Drive and for a new free flow interchange at I-96 and 36th Street in Cascade Township in Kent County (CS 41024 - JN 45271D). The work items include bridge studies, bridge design, and retaining wall design. This authorization will be in effect from the date of award through September 10, 2006. The authorization amount will be \$440,404.50. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for the design for reconstruction of I-96 from M-11 (28th Street) easterly to the far east side of Thornapple River Drive and for a new free flow interchange at I-96 and 36th Street in Cascade Township in Kent County.

Benefit: The benefits include capacity improvement for the M-11 corridor for Gerald R. Ford International Airport traffic and continued progress toward meeting the 2007 pavement condition goals along the I-96 corridor.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not completing this project is increased capacity issues related to the M-11 corridor, causing increases in accidents and motorist delays.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a partially new project. The interchange is new, but the remainder of the project is not new.

Zip Code: 49512

14. HIGHWAYS - IDS Design Consulting Services
Authorization (Z2) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for the design of a concrete patching and bituminous overlay on M-153 (Ford Road) from Arcola Road to Vernon Road, in the cities of Dearborn, Dearborn Heights, and Garden City, Wayne County (CS 82081 - JN 45709C). The work items include a design survey, typical cross-sections, and details and specifications required for the design. This authorization will be in effect from the date of award through October 8, 2006. The authorization amount will be \$355,380.57. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 81.85% Federal Highway Administration Funds, 15.92% State Restricted Trunkline Funds, 0.45% City of Dearborn Act 51 Funds, 1.7% City of Dearborn Heights Act 51 Funds, and 0.08% City of Garden City Act 51 Funds.
- Purpose/Business Case:** This project is to design plans for the concrete patching and bituminous overlay of M-153. Improving safety and reducing the costs to the maintenance for this section of roadway.
- Benefit:** To improve pavement quality, condition and safety of the roadway. This project will also help reduce the long term maintenance costs for the area.
- Funding Source:** 81.85% Federal Highway Administration Funds, 15.92% State Restricted Trunkline Funds, 0.45% City of Dearborn Act 51 Funds, 1.7% City of Dearborn Heights Act 51 Funds, and 0.08% City of Garden City Act 51 Funds.
- Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
- Risk Assessment:** Based on the current conditions of the roadway, concrete patching with bituminous overlay along with intersection reconstruction at Inkster Road is the preferred repair. Should this work not be approved, the cost to perform the combination of alternative repairs and additional maintenance, when compared to the cost of patch and overlay over the same 20-year period, would be greater. Additionally the combinations of alternate repairs and additional maintenance, when compared to patch and overlay, would require additional disruptions to traffic. These additions result in an increase cost to the users in the form of user delays.
- Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.
- New Project Identification:** This project is a rehabilitation design. It is an upgrade to current standards and will improve the existing roadway.
- Zip Code:** 48127
15. HIGHWAYS - IDS Engineering Services
Contract (2003-0702) between MDOT and Gannett Fleming of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
16. HIGHWAYS - IDS Real Estate Services
Contract (2003-0706) between MDOT and A & B Realty will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

17. HIGHWAYS - IDS Real Estate Services
Contract (2003-0707) between MDOT and First ROW, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
18. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2003-5510) between MDOT and the City of Muskegon will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

PART A

The construction with rubber crossing materials of at-grade crossings of tracks for CSX Transportation with the streets at the following locations within the city of Muskegon, Michigan:

Crossing X2 of 61-12-41

At-grade crossing of tracks with Third Street, including installation of signals and crossbucks.

Crossing X2 of 61-12-43

At-grade crossing of one track with Fourth Street, including installation of signals and crossbucks.

Crossing X1 of 61-12-50

At-grade crossing of one track with Western Avenue, including installation of signals and crossbucks.

Crossing X1 of 61-12-49

At-grade crossing of one track with Seventh Street, including installation of signals and crossbucks.

Crossing X1 of 61-12-47

At-grade crossing of one track with Fifth Street, including installation of signals and crossbucks.

The complete removal of the at-grade crossing of the tracks of CSX Transportation at the following locations:

Terrace Street
Mart Street
Western Avenue
Ninth Street
Third Street
Fourth Street

Complete removal of the at-grade crossing of the track of Michigan Shore Railroad with Beidler Street.

* Denotes a non-standard contract/amendment

PART B

Removal of existing tracks and installation of approximately 1.19 miles of unencased railroad tracks for CSX Transportation, including two No. 10 turnouts from Henry Street to Terrace Street, together with necessary related work.

PART C

The construction of a new roadway or the reconstruction of the existing roadway to provide a four to five lane roadway with curb and gutter, including adjustment or construction of drainage structures, as may be required, at the following locations within the corporate limits of the city of Muskegon:

Glade Street from Southern Avenue to Washington Avenue

Western Avenue from Division Street to Eighth Street

Ninth Street from US-31BR to Western Avenue

Terrace Street (Shoreline Drive) from east of Eighth Street to Fourth Street

Highway US-31BR from Southern Avenue to Eighth Street

Terrace Point Drive (realigned) from the Third Street/Shoreline Drive intersection to existing Terrace Point Drive

Fifth Street from Shoreline Drive thence northerly approximately 250 feet

Seventh Street from Shoreline Drive thence northerly approximately 350 feet

PART D

The landscaping necessary for the construction or reconstruction of roadways as described in Part C and consisting of planting trees, installation of an irrigation system, new watermain construction, topsoil, seeding, and mulching.

PART E

The removal of the Highway US-31BR bridge structure over the Michigan Shore Railroad, including construction of storm sewer and embankment, pavement restoration by bituminous paving, and construction of curb and gutter.

PART F

Temporary track relocation and connection of new track to existing CSX Transportation track at Western Avenue and Terrace Street.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART C</u> <u>AMEND</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 0.00	\$ 0.00	\$ 0.00
State Restricted Economic Development Funds	\$2,959,602.00	\$ 866,441.54	\$3,826,043.54
City of Muskegon Funds	\$3,671,362.00	\$ (866,441.54)	\$2,804,920.46
Total Funds	<u>\$6,630,964.00</u>	<u>\$ 0.00</u>	<u>\$6,630,964.00</u>

PARTS A, B, D, E, and F

No changes were made to the Part A, Part B, Part D, Part E, or Part F portions of the project.

EDA 61522 – 30195, 33997, 33893; EDAF 61522 – 33894, 34029; Muskegon County Amendment

The purpose of this amendment is to provide for an increase in the maximum amount of Transportation Economic Development Funds from \$2,959,602 to \$3,826,043.54 to be applied to eligible items of the Part C portion of the project and the associated increase of \$866,441.54 in the maximum amount of Transportation Economic Development Funds from \$5,773,000 to \$6,639,441.54 available for the overall Economic Development project under Grant #92 (Muskegon Terrace Connector).

Purpose/Business Case: Amend original contract to increase the maximum amount of Transportation Economic Development Funds from \$2,959,602 to \$3,826,043.54 to be applied to eligible items of the Part C portion of the project and the associated increase of \$866,441.54 in the maximum amount of Transportation Economic Development Funds from \$5,773,000 to \$6,639,441.54 available for the overall Economic Development project under Grant #92 (Muskegon Terrace Connector).

Benefit: Reduces economic hardship to City by increasing MDOT's financial support for a project that has important economic benefits.

Funding Source: Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and City of Muskegon Funds

Commitment Level: 50% Federal, 50% State up to \$292,725, balance by City of Muskegon for the total of Parts A & F; 80% State up to \$507,449 and balance by City of Muskegon for Part B; 65% State up to \$3,826,043.54 and balance by City of Muskegon for Part C; 65% State up to \$148,486 and balance by City of Muskegon for Part D; 50 % Federal, 50% State up to \$310,198 and balance by City of Muskegon for Part E; based on estimate

Risk Assessment: Without this amendment, the City would have to bear an extreme hardship for a project that has important economic benefits to the community. With the amendment, MDOT follows through on its intent to pay for eligible items of work.

Cost Reduction: N/A. (Original contract was for low bid and railroad force account work.)

New Project Identification: N/A. (Original contract was for new railroad crossings, new landscaping, new roadway lanes, and improvements to existing roadways.)

Zip Code: 49440

19. HIGHWAYS – Memorandum of Understanding for Utility Relocation
Memorandum of Understanding (2003-5520) between MDOT and the Michigan Department of Information Technology will provide for funding participation in the following improvements:
Relocation of fiber, video, and copper communication lines used by the State of Michigan along the Capitol Loop from Martin Luther King Boulevard to Larch Street in Lansing.

Estimated Funds:

State Restricted Trunkline Funds	\$1,500,000
Michigan Department of Information Technology Funds	\$ 0
Total Funds	<u>\$1,500,000</u>

M 33014 – 45594Z; Ingham County
Utility Relocation

Purpose/Business Case: Maintenance and relocation of communications lines used by the Michigan State Legislature during reconstruction of Capitol Loop.

Benefit: Avoiding disruption of Michigan State Legislature communication facilities.

Funding Source: State Trunkline and Bridge Construction Funds

Commitment level: 100% MDOT funds; based on estimate

* Denotes a non-standard contract/amendment

Risk Assessment: Loss of communication facilities by Michigan State Legislature
Cost Reduction: Low bid by Michigan Department of Information Technology.
New Project Identification: Relocation of existing utilities.
Zip Code: 48933

20. MULTI-MODAL - Time Extension

Amendatory Contract (97-0028/A6) between MDOT and the Capital Area Transportation Authority (CATA), Ingham County, will extend the contract term by approximately fifteen months to allow CATA time to expend remaining funds on its paratransit hardware and software line item. CATA is about to complete the fixed route component of the project, and, because costs for that phase were lower than anticipated, CATA will use the remaining funds to begin the next phase, which will cover the operations package. The operations department will use the software purchased to automate and link the fixed route-scheduling software with dispatch and accounting and to integrate all Trapeze components. The original contract provides State matching funds to CATA's FY 1997 Federal Section 5307 grant. The revised contract term will be from February 13, 1997, through August 11, 2002, and from March 18, 2003, through March 31, 2005. (Amendment 5 to this contract was a renewal/extension.) The total contract amount remains unchanged at \$3,778,060. Source of Funds: Federal Transit Administration Funds - \$3,004,368; FY 1992, FY 1997, FY 1998 and FY 2003 State Restricted Comprehensive Transportation Funds - \$737,592; CATA Funds - \$36,100.

Purpose/Business Case: Extends the contract term by approximately fifteen months to continue work on the paratransit hardware/software component of the contract.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,004,368; FY 1992, FY 1997, FY 1998 and FY 2003 State Restricted Comprehensive Transportation Funds - \$737,592; CATA Funds - \$36,100.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this is loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 48910

21. MULTI-MODAL - Time Extension and Line Item Adjustments

Amendatory Contract (99-0731/A5) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides service in parts of Wayne, Oakland, Macomb, and Monroe Counties, will extend the term of the contract by one year and will adjust funding between line items. Funding from the fare collection equipment, management information systems, and underground storage tanks line items will be moved to the facility renovation and preventive maintenance line items to reflect changing budgetary needs. The time extension is needed due to updated radio technologies slowing the purchasing process and because the millage election uncertainty forced SMART to put its facility renovations on hold. The original contract provides State matching funds for SMART's FY 1999 Federal Section 5307 and Congestion Mitigation and Air Quality grant. The revised contract term will be January 4, 2000, through January 3, 2005. The total cost of the contract remains unchanged at \$14,120,084. Source of Funds: Federal Transit Administration Funds - \$11,296,067; FY 1999 and FY 2001 State Restricted Comprehensive Transportation Funds - \$2,824,017.

Purpose/Business Case: Provides for a one year time extension and funding adjustments to permit SMART sufficient time to complete facility renovations and to reflect changing budgetary needs.

Benefit: Increase public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: Federal Transit Administration Funds - \$11,296,067; FY 1999 and FY 2001 State Restricted Comprehensive Transportation Funds - \$2,824,017.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not approving this amendment is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 48226

22. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0450/A2) between MDOT and the Blue Water Area Transportation Commission (BWATC), Port Huron, will extend the term of the contract by eighteen months in order to provide additional time for the agency to complete the purchase of transit buses. The purchase has not occurred because BWATC does not currently have enough storage space to house the vehicles due to delays in the construction of a new storage facility. Once the new facility is under construction, BWATC will be able to order the new buses and expects delivery to occur in July 2005. The original contract provides federal and State funds under the FY 2000 Section 5309 Program. The revised contract term will be January 18, 2001, through July 17, 2005. The total contract amount remains unchanged at \$2,163,324. Source of Funds: Federal Transit Administration Funds - \$1,730,659; FY 2000 State Restricted Comprehensive Transportation Funds - \$432,665.

Purpose/Business Case: Provides State funding for the lease of one bus and the purchase of up to nine buses.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration - \$1,730,659; FY 2000 State Restricted Comprehensive Transportation Funds - \$432,665.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not approving this amendment is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for the purchase of transit buses.

Zip Code: 48060

23. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0324/A1) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the term of the contract by eighteen months to provide the city sufficient time to complete a facility assessment. The extension is needed because of delays in obtaining the necessary consultants for the completion of a facility assessment, including ground testing, and electrical grid and traffic flow studies within the neighborhood for the construction of a Clean Fuels facility at DDOT's Shoemaker Garage. DDOT anticipates completion of the Clean Fuels facility construction by spring of 2005. The original contract provides State matching funds to DDOT's FY 2000 Federal Section 5307 Congestion Mitigation and Air Quality (CMAQ) grant. The revised contract term will be December 13, 2000, through June 12, 2005. The total contract amount remains unchanged at \$3,125,000. Source of Funds: Federal Transit Administration Funds - \$2,500,000; FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$625,000.

Purpose/Business Case: Extends contract term to allow sufficient time for DDOT to complete a Clean Fuels facility construction and outreach activities.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,500,000; FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$625,000.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not approving this amendment is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Extends term for a new facility construction project.

Zip Code: 48207

24. *MULTI-MODAL - Increase Amount and Services

Amendatory Contract (2001-0642/A2) between MDOT and the Ann Arbor Transportation Authority will provide additional funding of \$80,558 for the Lansing to Detroit Regional Rail Study for additional services provided under the contract. The additional funding will cover the costs associated with work plan tasks that addressed unforeseen project complexities. These tasks included the preparation of an Executive Summary that recapped the study results and culminated in a decision to redefine the project to Ann Arbor to the Detroit Area, the analysis of additional station sites west of Ann Arbor, and an Alternative Analysis comparing express bus to a commuter rail alternative. The original contract provides funding for the Lansing to Detroit Passenger Rail Study. The contract term remains unchanged, July 3, 2001, through October 31, 2003. The revised total contract amount will be \$1,445,558. Source of Funds: Federal Highway Administration Funds - \$1,156,446; FY 2001 and FY 2004 State Restricted Comprehensive Transportation Funds - \$144,556; Ann Arbor Transportation Authority Funds - \$144,556.

Purpose/Business Case: Provides funds to Ann Arbor Transportation Authority for the additional work needed to refocus the study from Lansing to Detroit to Ann Arbor to Detroit. This work included the preparation of an Executive Summary, the analysis of additional station sites west of Ann Arbor and the preparation of an Alternative Analysis comparing express bus to a commuter rail alternative.

Benefit: This additional work produces data necessary for application to the FTA New Starts Program.

Funding Source: Federal Highway Administration Funds - \$1,156,446; FY 2001 and FY 2004 State Restricted Comprehensive Funds- \$144,556; Ann Arbor Transportation Authority Funds -\$144,556.

Commitment Level: Contract based on cost estimates.

Risk Assessment: Not providing these funds will result in the inability to have the necessary data required for application to the FTA New Starts Program.

Cost Reduction: Ann Arbor Transportation Authority has worked closely with its consultant to see that the refocus of this project results in deliverables that have been expanded on, not deliverables that are totally redone.

New Project Identification: This is not a new project, but aspects of the work plan have been updated to reflect the refocus from Lansing to Ann Arbor.

Zip Code: 48104

25. MULTI-MODAL - Decrease Amount

Amendatory Contract (2001-0858/A2) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides service in parts of Wayne, Oakland, Macomb, and Monroe Counties, will reduce State funding by \$1,571 for small replacement buses due to changing budget needs. A portion of the Federal Congestion Mitigation and Air Quality (CMAQ) funds that were originally allocated for replacement buses will now be used for operating assistance. MDOT does not provide the match for operating assistance projects. This change has been approved by the Federal Transit Administration (FTA), and the Southeast Michigan Council of Governments (SEMCOG) has been notified. The original contract provides State matching funds for SMART's FY 2001 Federal Section 5307 CMAQ Program grant. The revised total contract amount will be \$2,314,952. The term of the contract remains unchanged, July 26, 2001, through July 25, 2004. Source of Funds: Federal Transit Administration Funds - \$1,851,961; FY 2001 State Restricted Comprehensive Transportation Funds - \$462,991.

Purpose/Business Case: Reduces State matching funds for replacement buses and related equipment.
Benefit: Increase public safety through improved transportation infrastructure.
Funding Source: Federal Transit Administration Funds - \$1,851,961; FY 2001 State Restricted Comprehensive Transportation Funds - \$462,991.
Commitment Level: Contract based on estimates.
Risk Assessment: The risk of not approving this amendment is the loss of Federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: This is not a new project.
Zip Code: 48226

26. MULTI-MODAL - Section 5307 Program

Project Authorization (Z6) under Master Agreement (2002-0013) between MDOT and the City of Battle Creek will provide State matching funds to Battle Creek's FY 2003 Federal Section 5307 Capital and Surface Transportation Planning Programs for the purchase of one 35-foot transit bus. The authorization will be in effect from August 13, 2003, through August 12, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$190,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$152,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$38,000.

Purpose/Business Case: Provides State matching funds for the purchase of one 35-foot transit bus.
Benefit: Increase public safety through improved transportation infrastructure.
Funding Source: Federal Transit Administration Funds - \$152,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$38,000.
Commitment Level: Contract based on cost estimates.
Risk Assessment: The risk of not awarding this authorization is that Federal funds will be lost.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: Provides for the purchase of a new transit bus.
Zip Code: 49016

27. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z17) under Master Agreement (2002-0014) between MDOT and the Bay Metropolitan Transportation Authority in Bay City will provide State matching funds to Bay's FY 2003 Federal Section 5307 grant for five replacement vehicles, support equipment, and rehabilitation/renovation of an administration facility. The authorization will be in effect from August 11, 2003, through August 10, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$214,320. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$171,456; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$42,864.

Purpose/Business Case: Provides for the purchase of replacement vehicles, support equipment and rehabilitation/renovation of administration facility.
Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$171,456; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$42,864.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for purchase of five transit vehicles, support equipment, and facility rehabilitation/renovation.

Zip Code: 48708

28. MULTI-MODAL - Section 5309 Capital

Project Authorization Revision (Z9/R2) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), Ingham County, will increase State funding by \$6,500, reduce local funding by \$6,500, and adjust the scope of the project. MDOT originally provided a 10 percent match for the "MSU/CATA Busway Study" line item, but the Federal grant has now been amended to include both feasibility and alternatives analysis and pre-engineering and environmental clearance. MDOT will provide a 10 percent match for the feasibility and alternatives analysis portion and a 20 percent match for the pre-engineering and environmental clearance portion. The original authorization provides State matching funds for CATA's FY 2002 Federal Section 5309 Program grant. The term of the authorization remains unchanged, from July 11, 2002, through July 10, 2005. The total amount of the authorization remains unchanged at \$2,775,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$2,220,000; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$546,500; CATA Funds - \$8,500.

Purpose/Business Case: Provides for an increase the FY 2002 State match by \$6,500, a reduction of local match by \$6,500, and a change in the scope of the project.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,220,000; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$546,500; CATA Funds - \$8,500.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this is inequitable local participation in the project.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 48910

29. MULTI-MODAL - Section 5307 Capital

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), Ingham County, will increase State matching funds by \$77,042, increase local funds by \$1,000, and adjust the scope of the authorization. The additional State funding is needed due to an increase in Federal grant funds from the Federal Transit Administration. The increase in local funds is needed as CATA is required to provide a ten percent local match for a maintenance equipment item. This revision will also delete up to four replacement buses, add facility renovation, and provide for the purchase of safety and security equipment. The original authorization provides State matching funds for CATA's FY 2003 Federal Section 5307 grant. The term of the authorization remains unchanged, April 3, 2003, through April 2, 2006. The revised total authorization amount will be \$5,340,490. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$4,272,392; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,051,098; CATA Funds - \$17,000.

Purpose/Business Case: Provides additional State and local funding and adjusts the scope to delete up to four buses, add facility renovation, and provide for the purchase of safety and security equipment.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$4,272,392; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,051,098; CATA Funds - \$17,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 48910

30. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z11) under Master Agreement (2002-0033) between MDOT and the City of Detroit will provide State matching funds for the FY 2002 Federal Section 5307 grant for construction of a downtown Detroit transit terminal. The project authorization will be in effect from August 26, 2003, through August 25, 2006. The project authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from SAB retroactive contract policy. The authorization amount will be \$10,000,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$8,000,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$2,000,000.

Purpose/Business Case: Provides state funding for the Federal Section 5307 grant for construction of a Downtown Detroit Transit Terminal.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$8,000,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$2,000,000.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not doing this is the potential loss of Federal funds. There are no risks other than those normally associated with contractual relationships.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is for the construction of a downtown Detroit transit terminal.

Zip Code: 48207

31. MULTI-MODAL - Section 5309 Capital

Project Authorization (Z15) under Master Agreement (2002-0033) between MDOT and the City of Detroit will provide State matching funds to Detroit's FY 2003 Federal Section 5309 grant for the construction of a downtown transit center. The authorization will be in effect from September 22, 2003, through September 21, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$6,332,431. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$5,065,945; FY 2004 State Restricted Comprehensive Transportation Funds - \$1,266,486.

Purpose/Business Case: Provides State matching funds for the construction of a downtown transit center.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$5,065,945; FY 2004 State Restricted Comprehensive Transportation Funds - \$1,266,486.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not approving this authorization is that the City of Detroit will lose \$5,065,945 in Federal funding.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new facility construction project.

Zip Code: 48207

32. MULTI-MODAL - Section 5309 Capital

Project Authorization (Z14) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), Grand Rapids, will provide State matching funds for ITP's FY 2003 Federal Section 5309 grant for facility construction. The authorization will be in effect from September 11, 2003, through September 10, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$614,799. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$491,839; FY 2002 State Restricted Comprehensive Transportation Funds - \$122,960.

Purpose/Business Case: Provides State matching funds for ITP's FY 2003 Federal Section 5309 grant for facility construction.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$491,839; FY 2002 State Restricted Comprehensive Transportation Funds - \$122,960.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are that Federal funds would be lost and the needed facility work would not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new facility construction project.

Zip Code: 49503

* Denotes a non-standard contract/amendment

33. MULTI-MODAL - Increase Scope and Amount

Project Authorization Revision (Z4/R1) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will increase the State funds by \$115,002 to match the additional funds of \$460,010 provided by Federal Transit Administration for the purchase of two replacement buses. The original authorization provides State matching funds for Kalamazoo's FY 2003 Federal Section 5307 Capital and Surface Transportation Planning Programs. The authorization term remains unchanged, April 24, 2003, through April 23, 2006. The revised total project authorization amount will be \$1,073,318. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$858,655; FY 2002/2003 State Restricted Comprehensive Transportation Funds - \$209,663; City of Kalamazoo - \$5,000.

Purpose/Business Case: To increase the State funds by \$115,002 to match the increased funding of \$460,010 provided by Federal Transit Administration for purchase of two replacement buses.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration - \$858,655; City of Kalamazoo - \$5,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$209,663.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this project authorization revision are that Federal funds will be lost and the needed facility work and transit improvements will not be completed. There are no risks other than those normally associated with contractual relationships.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new construction project.

Zip Code: 49007

34. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z8) under Master Agreement (2002-0072) between MDOT and the Muskegon County Board of Commissioners will provide State matching funds for Muskegon County's FY 2003 Federal Section 5307 Congestion Mitigation and Air Quality grant for the purchase of three medium buses and support equipment and for preventive maintenance. The authorization will be in effect from August 12, 2003, through August 11, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$850,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$680,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$170,000.

Purpose/Business Case: Provides for the purchase of three medium buses and support equipment and for preventive maintenance to facilitate the continuation of efficient transit service.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$680,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$170,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is that Federal funds will be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for the purchase of buses, equipment, and for preventive maintenance.

Zip Code: 49444

35. MULTI-MODAL - Section 5309 Capital

Project Authorization (Z9) under Master Agreement (2002-0082) between MDOT and the Saginaw Transit Authority Regional Services will provide State matching funds for the agency's FY 2003 Federal Section 5309 capital for two replacement vehicles. The authorization will be in effect from July 24, 2003, through July 23, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total project authorization amount will be \$614,799. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$491,839; FY 2002 State Restricted Comprehensive Transportation Funds - \$122,960.

Purpose/Business Case: Provides for the purchase of replacement vehicles.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration - \$491,839; FY 2002 State Restricted Comprehensive Transportation Funds - \$122,960.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this is the loss of Federal funds. There are no risks other than those normally associated with contractual relationships.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new construction project.

Zip Code: 48607

36. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z14) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in parts of Wayne, Oakland, Macomb, and Monroe Counties, will provide State matching funds to SMART's FY 2003 Federal Section 5307 Congestion Mitigation and Air Quality (CMAQ) Program for expansion buses, expansion vans, and a replacement bus (for Monroe). The authorization will be in effect from September 16, 2003, through September 15, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total authorization amount will be \$929,068. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$743,254; FY 2002 State Restricted Comprehensive Transportation Funds - \$185,814.

Purpose/Business Case: Provides State matching funds for expansion buses, expansion vans, and a replacement bus (for Monroe) under the FY 2003 Federal Section 5307 CMAQ Program.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$743,254; FY 2002 State Restricted Comprehensive Transportation Funds - \$185,814.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not approving this authorization is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: Provides for purchase of transit buses.
Zip Code: 48226

37. *MULTI-MODAL - Project Completion Extension & Retainage Reduction

Amendatory Contract (2002-0652/A1) between MDOT and Central Michigan Railway Company (CM) will extend the project completion date by six months, to March 31, 2004, in order to allow sufficient time for the proper disposal of railroad ties and will reduce the retained amount from ten percent to two percent. The project is complete except for tie disposal, and the two percent reserve is sufficient to cover costs in the event of default. The original contract provides funding for the rehabilitation of San Yard, located in Owosso, Michigan. The yard is owned by the Central Michigan Railway Company, leased by MDOT, and operated by the Tuscola & Saginaw Bay Railway Company. The contract term remains unchanged, from September 13, 2002 until one year after the last obligation between the parties has been fulfilled or until terminated. The contract amount remains unchanged at \$750,000. Source of Funds: FY 2002 State Restricted Comprehensive Transportation Funds - \$750,000.

Purpose: To extend the project completion date by six months, which will allow time for proper disposal of railroad ties, and to reduce the retainage amount from ten percent to two percent.

Benefit: This amendment will allow the railroad company sufficient time to properly dispose of the railroad ties and will align the retainage percent with the amount of work remaining to be completed under the contract.

Funding Source: FY 2002 State Restricted Comprehensive Transportation Funds - \$750,000.

Commitment Level: Contract amount is based on estimates.

Risk Assessment: The risk of not awarding this amendment is that the railroad company will not be able to properly dispose of the railroad ties within the project completion period and that retainage will be withheld that is in excess of what is reasonable based on the remaining amount of work to be performed under the contract.

Cost Reduction: Low bid is taken for all work which is subcontracted.

New Project Identification: This is not a new project.

Zip Code: 48706-8705

38. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2000-0911/A1) between MDOT and the Livingston County Board of Commissioners will extend the contract term by one year in order to provide sufficient time for a review of the work performed by the contractor and to make final payment. The original contract provides for site development of the west hangar area at the Livingston County Airport in Howell, Michigan. The revised contract term will be November 17, 2000, through November 16, 2004. The total contract amount remains unchanged at \$544,000. Source of Funds: State Restricted Aeronautics Funds - \$489,600; Livingston County Funds - \$54,400; Contract Total - \$544,000.

Purpose/Business Case: The original contract for the airport improvements will expire on November 16, 2003. The contractor who performed the work on the project has filed for bankruptcy. A one year extension will allow sufficient time for the Bureau of Finance and Administration and the Attorney General's office to review the case and finalize the project payment.

Benefit: The extension will allow the contract to remain open until the final payment is made.

Funding Source: State Restricted Aeronautics Funds - \$489,600; Livingston County Funds - \$54,400; Contract Total - \$544,000

Commitment Level: There is no increase in funding.

Risk Assessment: If the contract is not extended, the funding issues of the project could not be resolved, and a new retroactive contract would be required.

Cost Reduction: Initially the project was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is a time extension of an existing project.

Zip Code: 48843

39. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2001-0432/A4) between MDOT and R. W. Armstrong & Associates, Inc., will extend the contract term by one year to provide sufficient time for the contractor to complete the construction engineering, which was added to the project in the fall of 2002. The original contract provides for design engineering services, including the preparation of construction plans and estimates for the development of a replacement runway (18/36) and a new administration area, including an administration building, apron, vehicle parking lot, entrance road, taxiways, and t-hangar area, at the Romeo State Airport in Romeo, Michigan. The revised contract term will be June 1, 2001, through November 30, 2004. The total contract amount remains unchanged at \$317,421.09. Source of Funds: State Restricted Aeronautics Funds - \$317,421.09; Contract Total - \$317,421.09

Purpose/Business Case: The original contract for the airport improvements will expire on November 30, 2003. A one year extension will allow sufficient time for completion of the construction engineering.

Benefit: The extension will allow the contract to remain open until the project is completed and final payment is made.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: There is no increase in funding.

Risk Assessment: If the contract is not extended, the project cannot be completed, and a new retroactive contract would be required.

Cost Reduction: Initially, the project was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is a time extension of an existing project.

Zip Code: 48083

40. *MULTI-MODAL - (Aeronautics) - Increase Amount

Amendatory Contract (2002-0422/A1) between MDOT and the Kent County Aeronautics Board will increase the amount of Federal funds by \$562,379 due to an increase in grant funds from the Federal Aviation Administration (FAA). The original contract provides for reimbursement of airport security costs at the Gerald R. Ford International Airport in Grand Rapids, Michigan. The term of the contract remains unchanged, May 1, 2002, through April 30, 2005. The revised total contract amount will be \$1,251,688. Source of Funds: 100% FAA Funds.

Purpose/Business Case: Since 9/11, the FAA and the Transportation Security Administration have been working to enhance security at the Gerald R. Ford International Airport. The specific work regarding the security measures are confidential. The reimbursement for the security items was issued to the airport in two phases. The amendment will allow for Phase 2 of the airport security reimbursement.

Benefit: The project will improve security at the airport.

Funding Source: 100% Federal Aviation Administration Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local government would have to proceed without Federal assistance. A delay in the project could prompt a citation for noncompliance by the federal compliance officer, which may affect the receipt of future grants from the FAA for the airport.

Cost Reduction: All construction contracts are procured through federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: This is federal reimbursement for an existing project.

Zip Code: 49512

* Denotes a non-standard contract/amendment

41. *MULTI- MODAL (Aeronautics) - Increase Scope and Amount

Amendatory Contract (2003-0134/A1) between MDOT and the Oakland County Board of Commissioners will add design engineering for improvements to a runway safety area (27L) and a tree survey to the project work and will increase the contract amount by \$21,333. The original contract provides for the design of the relocation of runway 18/36, the north t-hangar area, and a perimeter road at the Oakland County International Airport in Pontiac, Michigan. The term of the contract remains unchanged, March 24, 2003, through March 23, 2006. The revised total contract amount will be \$236,333. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$193,500	\$19,200	\$212,700
State Restricted Aeronautics Funds	\$ 10,750	\$ 1,066	\$ 11,816
Oakland County Funds	\$ 10,750	\$ 1,067	\$ 11,817
Total	<u>\$215,000</u>	<u>\$21,333</u>	<u>\$236,333</u>

Purpose/Business Case: The project includes the design for relocating a runway, t-hangar, and perimeter road. The increase of the consultant contract is to pay for an increase in the scope of the project. The increase is for design engineering for improvements to a runway safety area and for a tree survey.

Benefit: The benefit is to have one contract that will include the design of the improvements. Improvements to the runway safety area is a requirement of the FAA, and will allow Federal funds to be used for future runway improvements.

Funding Source: Federal Aviation Administration Funds - \$212,700; State Restricted Aeronautics Funds - \$11,816; Oakland County Funds - \$11,817; Contract Total - \$236,333.

Commitment Level: The contract has a fixed cost for the consultant services.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost without Federal and State participation.

Cost Reduction: The consultant contract was reviewed by an MDOT project manager for completeness and appropriateness of the costs.

New Project Identification: This is not a new project.

Zip Code: 48327

42. *MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2003-0256/A1) between MDOT and the Muskegon County Board of Commissioners will increase the contract amount by \$119,111 due to an increase in grant funds from the Federal Aviation Administration (FAA). The original contract provides for security fencing, reimbursement for land acquisition costs, rehabilitation of seven airfield signs, rehabilitation of an airfield beacon, and construction for the relocation of a parking lot at the Muskegon County Airport in Muskegon, Michigan. The term of the contract remains unchanged, May 16, 2003, through May 15, 2006. The revised total contract amount will be \$1,111,111. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
FAA Funds	\$892,800	\$107,200	\$1,000,000
State Restricted Aeronautics Funds	\$ 11,970	\$ 102	\$ 12,072
Muskegon County Funds	\$ 87,230	\$ 11,809	\$ 99,039
Total	<u>\$992,000</u>	<u>\$119,111</u>	<u>\$1,111,111</u>

Purpose/Business Case: The amendment is due to an increase in Federal grant funds received from the FAA for this project.

Benefit: The benefit is that it will bring the airport into compliance with FAA criteria for these improvements.

Funding Source: FAA Funds - \$1,000,000; State Restricted Aeronautics Funds - \$12,072; Muskegon County Funds - \$99,039; Contract Total - \$1,111,111.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: Deletion or delay of the project work could prompt a citation for noncompliance by the Federal compliance inspector, which may affect the receipt of future grants from the FAA for the airport.

Cost Reduction: Costs for the purchase of land will be in compliance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs. The construction was procured through federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: This is not a new project.

Zip Code: 49411

43. ***MULTI-MODAL (Aeronautics) - Increase Scope and Amount**

Amendatory Contract (2003-0257/A1) between MDOT and the Bishop International Airport Authority (BIAA) will increase Federal and State grant funds by \$569,263 for the purchase of snow removal equipment (with blower and broom). The original contract provides for the construction of a west perimeter road at the Bishop International Airport in Flint, Michigan. The term of the contract remains unchanged, June 4, 2003, through June 3, 2006. The revised total contract amount will be \$2,469,263. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$1,710,000	\$512,337	\$2,222,337
State Restricted Aeronautics Funds	\$ 95,000	\$ 28,463	\$ 123,463
BIAA Funds	\$ 95,000	\$ 28,463	\$ 123,463
Total	<u>\$1,900,000</u>	<u>\$569,263</u>	<u>\$2,469,263</u>

Purpose/Business Case: The contract is being amended to add the purchase of snow removal equipment. The new equipment will replace an existing blower that was purchased in 1979. The current unit is 24 years old and well past the minimum 10-year service requirement. The annual maintenance cost exceeds the annual amortized cost.

Benefit: The replacement snow removal equipment will include a blower and broom, which will meet the minimum Federal Aviation Administration (FAA) snow removal requirement for clearing airport pavement surfaces

Funding Source: Federal Aviation Administration Funds - \$2,222,337; State Restricted Aeronautics Funds - \$123,463; BIAA Funds - \$123,463; Contract Total - \$2,469,263.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without Federal or State participation. A delay could prompt a citation for noncompliance by the Federal compliance inspector, which may affect the receipt of future grants from the FAA for the airport.

Cost Reduction: All construction and equipment contracts will be procured through Federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: This is for the replacement of existing equipment.

Zip Code: 48507

44. *MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2003-0261/A1) between MDOT and the Houghton County Board of Commissioners will increase Federal and State grant funds by \$110,000 in order to cover the cost of the snow removal equipment, for which the bids came in higher than anticipated. The original contract provides for design engineering for the rehabilitation of the medium intensity runway lights for runway 7/25 (including shoulders), design for the storm water system, and purchase of snow removal equipment blower at the Houghton County Memorial Airport in Hancock, Michigan. The term of the contract remains unchanged, May 16, 2003, through May 15, 2006. The revised total contract amount will be \$479,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$332,100	\$ 99,000	\$431,100
State Restricted Aeronautics Funds	\$ 18,450	\$ 5,500	\$ 23,950
Houghton County Funds	<u>\$ 18,450</u>	<u>\$ 5,500</u>	<u>\$ 23,950</u>
Total	<u>\$369,000</u>	<u>\$110,000</u>	<u>\$479,000</u>

Purpose/Business Case: The increase is to cover the actual cost of the snow removal equipment blower, which was higher than the engineer's estimate. Three bids were received for the blower and the increase is the result of the lowest bid.

Benefit: Approval of this amendment will allow the project to proceed. Although the cost of the blower is at a higher price than anticipated, the other bids were much higher yet, indicating the low bid to be a good responsible bid.

Funding Source: FAA Funds - \$431,100; State Restricted Aeronautics Funds - \$23,950; Houghton County Funds - \$23,950; Contract Total - \$479,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: Deletion or delay of the purchase of the equipment could prompt a citation by the Federal compliance inspector, which may stop further Federal grants until the airport is in compliance. In addition, downtime from equipment failures could result in the delay of reopening the airport after a snowfall, causing cancelled flights and revenue loss to the airlines.

Cost Reduction: All construction contracts are to be procured through Federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: This is not a new project.

Zip Code: 49913

45. *MULTI-MODAL (Aeronautics) - Increase Scope and Amount

Amendatory Contract (2003-0429/A1) between MDOT and the Lenawee County Board of Commissioners will add the preparation of a hydraulic analysis and a drain permit to the project work and will increase the contract amount by \$21,851. The original contract provides for the relocation of Sand Creek Highway and West Carleton Road at the Lenawee County Airport in Adrian, Michigan. The term of the contract remains unchanged, July 18, 2003, through July 17, 2006. The revised total contract amount will be \$1,523,517. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$1,351,498	\$19,666	\$1,371,164
State Restricted Aeronautics Funds	\$ 75,084	\$ 1,092	\$ 76,176
Lenawee County Funds	<u>\$ 75,084</u>	<u>\$ 1,093</u>	<u>\$ 76,177</u>
Total	<u>\$1,501,666</u>	<u>\$21,851</u>	<u>\$1,523,517</u>

Purpose/Business Case: The project includes the relocation of Sand Creek Highway and West Carleton Road in Lenawee County to accommodate a runway extension. During a review of the project by the Lenawee County Drain Commission, it was determined that a hydraulic analysis and drain permit would be needed, under the authority of Part 301, Inland Lakes and Streams, of the Natural Resources and Environmental Protection Act, 1994 PA 451. This amendment is to pay for the increase in the scope of the project.

Benefit: The benefit is that the analysis and drain permit will satisfy the requirements of the Michigan Department of Environmental Quality.

Funding Source: Federal Aviation Administration Funds - \$1,371,164; State Restricted Aeronautics Funds - \$76,176; Lenawee County Funds - \$76,177; Contract Total - \$1,523,517.

Commitment Level: The contract has a fixed cost for construction and consultant services.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without Federal and State participation.

Cost Reduction: Initially the project was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49221

46. ***MULTI-MODAL (Aeronautics) - Increase Scope and Amount**

Amendatory Contract (2003-0441/A1) between MDOT and the Mackinac Island State Park Commission will add the construction of a beacon and runway repairs to the project work and increase the contract amount by \$16,667. The original contract provides for the design and construction of the rehabilitation of the medium intensity runway lights (MIRL), medium intensity taxiway lights (MITL), electrical ducts for the runway end identifier lights (REIL), and airport pavement marking at the Mackinac Island Airport on Mackinac Island, Michigan. The project completion period remains unchanged, August 1, 2003, through July 31, 2006. The contract term remains unchanged, August 1, 2003, through July 31, 2023. The revised total contract amount will be \$193,804. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$159,423	\$15,000	\$174,423
State Restricted Aeronautics Funds	<u>\$ 17,714</u>	<u>\$ 1,667</u>	<u>\$ 19,381</u>
Total	<u>\$177,137</u>	<u>\$16,667</u>	<u>\$193,804</u>

Purpose/Business Case: The amendment is to pay for an increase in the scope of the project. The increase is for the construction of a beacon and for runway repairs.

Benefit: The project will enhance the safety of the flying public.

Funding Source: Federal Aviation Administration Funds - \$177,137; State Restricted Aeronautics Funds - \$16,667; Contract Total - \$193,804.

Commitment Level: The contract has a fixed cost for the project work.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the airport sponsor cannot afford the cost without Federal and State participation.

Cost Reduction: The cost of the project was determined by competitive bid and awarded to the lowest bidder.

New Project Identification: This is not a new project.

Zip Code: 49757

47. MULTI-MODAL (Aeronautics) - Preliminary Engineering for Wetland Mitigation

Contract (2003-0699) between MDOT and the Ionia County Board of Commissioners will provide Federal and State grant funds for preliminary engineering for wetland mitigation at the Ionia County Airport in Ionia, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$24,299; State Restricted Aeronautics Funds - \$1,350; Ionia County Funds - \$1,351; Contract Total - \$27,000.

Purpose/Business Case: The project includes preliminary engineering for wetland mitigation. Also included is consultant costs associated with a contract between the sponsor and the consultant to obtain an appraisal and appraisal review for approximately three acres of land to be acquired by Ionia County to complete wetland mitigation that began in 2001, during the runway extension project at Ionia County Airport. The additional property is required by the Michigan Department of Environmental Quality (MDEQ) to mitigate wetlands disturbed during the runway extension. This contract also incorporates costs associated with preliminary investigation of the subject property to be acquired in fee, including title work. Fee acquisition will occur at a later date and a separate sponsor contract will be requested for the fee acquisition price and consultant costs associated with negotiations and closing.

Benefit: The benefit is that it will satisfy MDEQ requirements on a construction project that extended the primary runway and parallel taxiway.

Funding Source: FAA Funds (via Block Grant) - \$24,299; State Restricted Aeronautics Funds - \$1,350; Ionia County Funds - \$1,351; Contract Total - \$27,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: This contract is to satisfy the mitigation of an environmental assessment. If the contract is not awarded, the project may not proceed. Additional measures would need to be taken to satisfy MDEQ requirement for three acres of wetland mitigation.

Cost Reduction: The consultant contracts will be reviewed by MDOT personnel for appropriateness and for any additional cost savings.

New Project Identification: The work is a requirement of MDEQ.

Zip Code: 48846

48. MULTI-MODAL (Aeronautics) - Construct Baggage Room and Security Area

Contract (2003-0701) between MDOT and the Delta County Board of Commissioners will provide State grant funds for the construction of a baggage room and security area at the Delta County Airport in Escanaba, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$165,000; Delta County Funds - \$165,000; Contract Total - \$330,000.

Purpose/Business Case: Airport security has changed significantly since September 2001. The Delta County Airport is in need of renovations and expansion of the terminal building in order to have modern facilities to meet today's safety and security needs. The construction of a baggage room and security area are part of these needs for Escanaba.

Benefit: The construction of a new baggage room and security area will better accommodate passengers and airport personnel. These rooms are part of the renovation of the terminal and will allow for more room to separate secured passengers from unsecured and will be more energy efficient.

Funding Source: State Restricted Aeronautics Funds - \$165,000; Delta County Funds - \$165,000; Contract Total - \$330,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards. This grant accompanies the previous Federal and State grant for the terminal building.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without State participation.

Cost Reduction: This work is included with a Federally-funded project. All construction contracts will be procured through Federal procurement guidelines and awarded to the lowest bidder. All work will meet and not exceed State and Federal eligibility requirements; the local sponsor is responsible for any work over and above State and Federal eligible items.

* Denotes a non-standard contract/amendment

New Project Identification: The baggage and security areas will be done in conjunction with the terminal building expansion and renovation project.

Zip Code: 49829

49. MULTI-MODAL (Aeronautics) - Land Acquisition for Runway Extension

Contract (2004-0027) between MDOT and the Livingston County Board of Commissioners will provide Federal grant funds for land acquisition of parcels 45 and 53 at the Livingston County Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$420,300; Livingston County Funds - \$46,700; Contract Total - \$467,000.

Purpose/Business Case: The project includes the cost of purchasing land, including closing and relocation costs, that will be used for the extension of a runway.

Benefit: The current runway length is not sufficient for aircraft needing to use the runway, and the new extended length will meet the requirements. The property acquisitions are needed to control the runway protection zone (RPZ) and approach to runway 13. The community will benefit from the additional runway length in that the airport will be able to accommodate larger business aircraft and heavier airport traffic.

Funding Source: FAA Funds (via Block Grant) - \$420,300; Livingston County Funds - \$46,700; Contract Total - \$467,000.

Commitment Level: Land acquisition contracts are based on appraised values.

Risk Assessment: If the contract is not awarded, the project will not proceed as planned, as the local government cannot afford the cost without Federal participation.

Cost Reduction: All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.

New Project Identification: This is a new project although it is required for an existing facility.

Zip Code: 48855

50. *TRANSPORTATION PLANNING - Renewal and Extension

Renewal and Amendatory Contract (2000-0729/A2) between MDOT and Michigan State University (MSU) will renew the contract and extend the contract term by approximately six months to allow the MSU time to complete the project. MSU laid off the Project Manager responsible for the project due to budget cuts, and the project was never completed. The original contract provided for a study to develop and field-test a rural agricultural context document for the identification and evaluation of rural historic properties. The revised contract term will be from August 31, 2000, through September 1, 2002, and from the date of award of this renewal/amendment through May 31, 2004. No costs will be incurred between the expiration of the contract and the award of this renewal/amendment. The maximum contract amount remains unchanged at \$249,619. Source of Funds: Federal Highway Administration Funds - \$199,695.20; State Restricted Trunkline Funds - \$49,923.80.

Purpose/Business Case: This project will provide a comprehensive manual for developing, implementing, and analyzing agricultural history and evolution in Michigan.

Benefit: This is a tool that will enable MDOT to better gauge potential impacts of proposed road projects on significant historical farmsteads and farms. Current practices are time-consuming and do not provide adequate contexts for high-quality analysis, which can lead to late identification of significant resources, creating higher project costs and delays. The project will enable MDOT to better meet National Environmental Protection Act (NEPA) regulations while also working to meet our streamlining commitment. The manual will also be an important tool for other states conducting cultural resource surveys under NEPA regulations and a valuable addition to the academic community. The manual is likely to be used as a model by other states seeking more productive methods for identifying significant historical agricultural resources, which will add to MDOT's strong reputation.

Funding Source: Federal Highway Administration Funds - \$199,695.20; State Restricted Trunkline Funds - \$49,923.80. There are no Build Michigan III Funds.

* Denotes a non-standard contract/amendment

Commitment Level: There is a fixed not-to-exceed cost commitment. The contract time expired with a remaining budget of \$17,006.48. There is also a 5% withholding, at \$10,620.58.

Risk Assessment: An immediate risk is the loss of previously committed MDOT resources (money, time, and reputation) that have already been spent. A long-term risk is not having a valuable tool for developing, implementing and analyzing cultural resource studies of farmsteads and farmlands in a cost effective and timely manner, which could negatively impact our streamlining commitments.

Cost Reduction: Although a lower rate has not been negotiated, savings can be assumed based on a commitment of additional dollars in 2002 at 2002 values and an anticipated pay-out in early 2004 upon acceptance of the finished product.

New Project Identification: This is not a construction project.

Zip Code: 48824

51. TRANSPORTATION PLANNING - IDS Consultant Services

Authorization (Z7) under Contract (2002-0230) between MDOT and Altarum Institute will provide for development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, implementation of a database to store current and future ITS information and related data, and program management support activities necessary to ensure the successful implementation of future MDOT contracts. This is the final authorization under the contract. This authorization will be in effect from the date of award through September 30, 2004. The total amount of this authorization will be \$299,312. The contract term is February 20, 2002, through September 30, 2004. Source of Funds: Federal Highway Administration Funds - \$239,449.60; State Restricted Trunkline Funds - \$59,862.40.

Purpose/Business Case: To provide for development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, implementation of a database to store current and future ITS information and related data, and program management support activities necessary to ensure the successful implementation of future anticipated MDOT contracts.

Benefit: The benefit is that MDOT will have an ITS Strategic Plan in place to guide our investment decisions.

Funding Source: Source of Funds: Federal Highway Administration Funds - \$239,449.60; State Restricted Trunkline Funds - \$59,862.40.

Commitment Level: Payment is based on an actual cost plus fixed fee basis.

Risk Assessment: MDOT Senior Management has made it a priority for determining the justification for all ITS expenditures. MDOT would not be able to develop a statewide approach for improving operations using ITS to assist in improving mobility, safety, and security.

Cost Reduction: No, there is no cost reduction.

New Project Identification: This is not a construction project.

Zip Code: 48113

52. *TRANSPORTATION PLANNING - Develop Wildlife Crossing Site Models

Contract (2004-0022) between MDOT and Central Michigan University will provide for an "enhancement" project for the development of predictive models for wildlife crossing sites along I-197 in I-197 in Michigan. The project will help to predict wildlife crossing sites for a variety of wildlife species (Whitetail deer, gray wolves, bobcats). This project will help determine the effectiveness of existing underpasses or bridges in reducing vehicle-wildlife collisions. The contract will be in effect from the date of award through December 30, 2005. The total cost of the project will be \$135,943. Source of Funds: Federal Highway Administration Funds - \$108,754.40; State Restricted Trunkline Funds - \$27,188.60.

Purpose/Business Case: The purpose of this project is to determine the effectiveness of existing underpasses or bridges to reduce vehicle-wildlife collisions. Furthermore, predictive models can be developed to help direct potential future mitigation measures along highways at sites identified as important wildlife crossing locations.

Benefit: The goal of this project is to better understand animal crossing locations in relationship to MDOT highways. With this data we can work towards designing roads and specific mitigation measures that will protect motorists by lowering large animal/vehicle collisions while protecting the animal resources.

Funding Source: Federal Highway Administration Funds - \$108,754.40; State Restricted Trunkline Funds - \$27,188.60.

Commitment Level: This is an actual cost contract.

Risk Assessment: Failure to not perform this project could further jeopardize future enhancement projects for MDOT.

Cost Reduction: There is no cost reduction.

New Project Identification: This is a new enhancement project.

Zip Code: 48859

53. *TRANSPORTATION PLANNING - Film Production/Distribution

Memorandum of Understanding (MOU) (2004-0013) between MDOT and the Michigan Department of History, Arts, and Libraries will provide funding for the production and distribution of a documentary film about a stretch of road from Detroit to Chicago known as "The Old Chicago Road." The film will be produced by Equity Studios and is tentatively titled "From Moccasins to Mainstreet: A Journey Down the Old Chicago Road." Once completed, Equity Studios, working together with the Michigan Historical Center, MDOT, the Automobile National Heritage Area, and the US-12 Heritage Route organization, will release the program for national distribution over public television. The MOU will be in effect from the date of award through September 30, 2005. The total MOU amount will be \$60,000. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: A Michigan Enhancement Program Award has been approved for this project to be utilized for the production, distribution, and broadcast of a film documenting the history of US-12. This film will document a unique corridor of transportation which served our state and country's migration from east to west during the mid 19th through early 20th centuries. The program will not only be about the chronological evolution of the road, it will also explore issues of transportation and preservation in general. This film will reach an estimated 4,000,000 viewing households, over Michigan public television stations. The film will also serve as a powerful tool for tourism, attracting people nationwide to what is becoming one of Michigan's most noteworthy heritage routes.

Benefit: A greater understanding of the challenges and opportunities associated with Michigan's early transportation system.

Funding Source: Michigan Enhancement Program Award: Federal Highway Administration Funds - \$60,000.

Commitment Level: This is on an actual cost basis.

Risk Assessment: Failure to award this project could potentially jeopardize future enhancement projects for MDOT.

Cost Reduction: The lowest possible cost for this project has been negotiated by the Michigan Department of History, Arts and Libraries.

New Project Identification: This is a new enhancement project.

Zip Code: 48120

54. *TRANSPORTATION PLANNING - Household Travel Data Collection Study

Contract (2004-0015) between MDOT and MORPACE International, Inc., will provide for a study to collect household travel data from approximately 14,280 randomly sampled households statewide. The household travel data will be used to develop all components of updated statewide and urban travel demand models. The contract will be in effect from the date of award through May 31, 2005. The total contract amount will be \$2,189,054.11. Source of Funds: Federal Highway Administration Funds - \$1,751,243.28; State Restricted Trunkline Funds - \$437,810.83.

* Denotes a non-standard contract/amendment

Purpose/Business Case: Comprehensive Household Travel Data Collection. This project is the second phase of a three-phase project to provide better support to MDOT's Strategic Planning Process by improving the travel demand models used in Michigan at the State and Metropolitan Planning Organization (MPO) level. This phase involves the administration of a statewide household travel data collection program via a travel diary.

Benefit: The household travel data collection will provide MDOT and local agencies with the data necessary to update statewide and urban travel demand models, which will enable better decisions to be made about how and where to expend limited financial resources.

Funding Source: Federal Highway Administration Funds - \$1,751,243.28; State Restricted Trunkline Funds - \$437,810.83.

Commitment Level: The contract is on a lump sum basis to be reimbursed upon the completion of defined milestones.

Risk Assessment: To continue to rely on national default data instead of using Michigan-specific travel behavior data will impact the quality of the decisions that we are able to make with travel demand models.

Cost Reduction: A lower rate has not been negotiated. The proposed price is reasonable.

New Project Identification: This is not a construction project.

Zip Code: 48226

55. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2004-0028) between MDOT and the City of Flint will transfer jurisdiction of a section of old State trunkline highway M-56 (Beach Street) to the City of Flint. MDOT has determined that Beach Street no longer serves as a State trunkline highway. MDOT has completed its legal and professional obligation by restoring Beach Street to current standards. Jurisdiction will transfer from MDOT to the City upon the date of award. This is a zero dollar MOU.

Purpose/Business Case: The MOU will transfer jurisdiction from MDOT to the City of Flint. Jurisdictional transfer of old unsigned state trunkline is authorized under P.A. 296 of 1969.

Benefit: The benefit of P.A. 51 of 1951 and other acts provide for MDOT to build new State trunklines or to realign existing ones; when this occurs, the old State trunkline no longer serves a State trunkline purpose. Jurisdictional transfers of old State trunklines to a city place the roadways at the correct level of responsibility in terms of how the roadway functions for the local community and free up future MDOT maintenance and improvement resources for signed State trunklines that serve statewide purposes.

Funding Source: There are no funds associated with this MOU.

Commitment Level: This is a zero dollar MOU.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on our inventory of state roads. Over time, the costs of retaining old unsigned will far outweigh any contract cost of performing the jurisdictional transfer in the future (the current transfer is as-is - without cost - but if the transfer does not occur soon, the city may request renegotiation of terms and costs may accrue.)

Cost Reduction: Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

New Project Identification: The contract is for the as-is transfer of an existing roadway - no new construction or project is included in the contract.

Zip Code: 48502

EXTRAS

56. **Item Number 2003 - 51**

Control Section/Job Number: 53022 – 37971A MDOT Project

Contractor: Rieth-Riley Construction Company, Inc.
3626 Elkhart Road
P. O. Box 477
Goshen, Indiana 46527-0477

Designed By: MDOT
Engineer's Estimate: \$2,402,509.10

Description of Project:

4.844 km of bituminous cold milling, resurfacing, widening, grade lifting, curb and gutter, drainage improvements and traffic signal installation, on US-10, from Bean Road easterly to Custer east village limits, in the city of Scottville, the village of Custer, and Amber and Custer Townships, Mason County.

Administrative Board Approval Date:	April 3, 2001	
Contract Date:	May 9, 2001	
Original Contract Amount:	\$2,812,706.44	
Total of Overruns/Changes (Approved to Date):	281,270.64	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	179,814.69	+ 6.39%
THIS REQUEST	<u>59,561.50</u>	<u>+ 2.12%</u>
Revised Total	<u>\$3,333,353.27</u>	+18.51%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +16.39% over the original budget for an **Authorized to Date Amount** of \$3,273,791.77.

Approval of this extra will place the authorized status of the contract +18.51% (\$520,646.83) over the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 9

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Re-grade Driveways, Outlet Field Drain	7,308.510 dlr @ \$1.00/dlr	\$ 7,308.51
Price Adjustment for the Extension of Time		
Temporary Traffic Control Items	52,252.990 dlr @ \$1.00/dlr	<u>52,252.99</u>
Total		<u>\$59,561.50</u>

Reason(s) for Extra(s)/Adjustment(s):

This project required re-grading driveways and ditches to maintain existing field drains, and building a temporary roadway to facilitate construction staging. The temporary roadway required reconstruction due to subgrade failure. This increase is to cover the cost due to the redesign that provided additional undercutting of the existing subbase grades, and additional base material, necessary to construct the temporary roadway. The additional costs associated with the extra work result in a higher design standard for the vertical profile. The extra materials are reflected in the pay items above. The unit prices for the extra work were negotiated in accordance with Standard Specifications 103.03.A.1. & 2., and 109.07.A and compare favorably with MDOT published average unit prices for similar work. Supporting documentation can be found in the project files at the Cadillac Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This work is for lowering crests and raising low points along the roadway to increase sight distance..

Benefit: Doing this work assures that the public will have state-of-the-art material incorporated in the pavement surface of this project.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not utilizing the redesign would result in failure of the temporary roadway potentially leading to liability. Visibility along the pavement facility would be less than optimal, potentially leading to more accidents, property damage and personal injury.

Cost Reduction: The cost of these extras is based upon records as documented by the Nordland and Associates consulting firm. This project was overseen by the Cadillac Transportation Service Center. The cost is based on extra time and materials per standard MDOT procedure.

New Project Identification: This is an existing project already under contract.

57. Item Number 2003 - 59

Control Section/Job Number: 09071 – 45793A MDOT Project

Contractor: Todd T. Kneisel Construction Co.
50384 Pontiac Trail
Wixom, Michigan 48393

Designed By: Consultant
Engineer's Estimate: \$1,285,463.28

Description of Project:

0.78 mi of reconstruction, intersection widening, watermain, site preparation, tree planting, watering and cultivating on M-15 at Columbus Avenue north to the M-25 intersection in the city of Bay City, Bay County.

Administrative Board Approval Date:	December 3, 2002	
Contract Date:	December 26, 2002	
Original Contract Amount:	\$1,105,388.80	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	4,116.00	+ 0.37%
THIS REQUEST	<u>96,914.00</u>	<u>+ 8.77%</u>
Revised Total	<u>\$1,206,418.80</u>	+ 9.14%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 0.37% over the original budget for an **Authorized to Date Amount** of \$1,109,504.80.

Approval of this extra will place the authorized status of the contract + 9.14% (+\$101,030.00) over the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 2, r. 8

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Class II Sand for Sidewalk	400.000 t @ \$13.00/t	\$5,200.00
Boring Water Service	28.000 ea @ \$525.00/ea	14,700.00
Dr Structure, Tap, 18 inch	2.000 ea @ \$175.000/ea	350.00
Watermain, DI, 12 inch, Tr Det G Adjustment	1,850.000 ft @ \$41.44/ft	<u>76,664.00</u>
Total		<u>\$96,914.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The Class II Sand was added to the project because there was no original quantity set up for placement under replaced sidewalks. The second item was used to connect water services without disturbing the roadway surface. The third item establishes the tapping of a drainage structure that was needed during construction. The fourth item addresses additional costs associated with support of the watermain necessary while removing an old existing clay pipe not shown on the prints. Without the work of supporting the watermain, the watermain could have been severely damaged. The unit prices for the sand, the boring, and the tapping of the drainage structure are based on MDOT published unit prices. The adjustment in price for the watermain is based on Section 103.03.A.1 and 2 from the 2003 Interim Standard Specifications for Construction.

Section 103.04 Extra Work – of the 2003 Interim Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This agenda item is requesting additional funds to accomplish necessary work to complete this project.

Benefit: Doing this work ensures that the sidewalk will be well supported and that necessary storm sewer drainage will be accommodated and that watermain service will be maintained to users.

Funding Source: FHWA, 65.32%; City of Bay City, 21.46%; State Restricted Trunkline, 13.22%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work compromises standard drainage practices and water supply to residents along M-15. Flooding of adjacent property leaves MDOT liable for compensation to owners.

Cost Reduction: The cost of the first three items is based on MDOT published values. The fourth item is based on standard adjustment specifications from the 2003 Interim Standard Spec Book.

New Project Identification: This is an existing project already under contract.

58. **Item Number 2003 - 60**

Control Section/Job Number: 82457 – 46236A Local Agency Project

Contractor: Walbridge, Aldinger/Posen Construction
613 Abbott
Detroit, Michigan 48226-2521

Designed By: Consultant
Engineer's Estimate: \$39,441,062.49

Description of Project:

Construct a tunnel and runway pavement 273 meters long to carry runway 9L-27R over the proposed South Access Road including 718 meters of roadway pavement, 279 meters of retaining wall, watermain and hydrants, fire sprinkler system, electrical systems for tunnel ventilation and lighting, communication systems, runway lighting systems, drainage systems and related work at Detroit-Wayne County Metropolitan Airport, Wayne County.

Administrative Board Approval Date:	May 5, 1998	
Contract Date:	June 18, 1998	
Original Contract Amount:	\$42,374,922.33	
Total of Overruns/Changes (Approved to Date):	-2,459,995.20	- 5.81 %
Total of Extras/Adjustments (Approved to Date):	3,392,564.11	+ 8.00%
THIS REQUEST	<u>623,734.81</u>	<u>+1.47%</u>
Revised Total	<u>\$43,931,226.05</u>	+ 3.67 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 2.19 % over the original budget for an **Authorized to Date Amount** of \$43,307,491.24.

Approval of this extra will place the authorized status of the contract + 3.67% (\$1,556,303.72) over the **Original Budget**.

Extras Previously Approved by State Administrative Board:

Item Number	Authorization No.	Amount	SAB Date
1999 – 22	2002	\$1,080,140.77	May 18, 1999
2000 – 09	2005	160,000.00	March 7, 2000
2000 – 35	2013	106,659.21	August 1, 2000
2001 – 28	2026	208,113.00	April 3, 2001

2001 – 65	2029	206,995.81	November 6, 2001
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The items on this document are from the following Recommendation Number(s): 52F, 53F, 54F, 55F, 56F, 57F, 58F, 59F, 60F, 61F and 62F.

These recommendations request payment for the following Extra(s)/Adjustment(s) to the contract:

Rewiring Building HVAC	1.000 ls @ \$ 5,426.86/ls	\$ 5,426.86 [52F]
Remove Ductbank Blockage	1.000 ls @ \$ 10,567.70/ls	10,567.70 [53F]
Install Fiber Optic Cable	1.00 ls @ \$ 65,865.98/ls	65,865.98 [54F]
Tunnel Lighting Revision	88,150.26 dlr @ \$ -1.00/dlr	(88,150.26) [55F]
Duct Work for Inergen	1.000 ls @ \$ 7,986.25/ls	7,986.25 [56F]
Fire Protection Revisions	1.000 ls @ \$ 16,681.12/ls	16,681.12 [57F]
Install Electrical Room Trench	1.000 ls @ \$27,260.10/ls	27,260.10 [58F]
Lighting for Runway & T/W Bridges	1.000 ls @ \$227,595.76/ls	227,595.76 [59F]
Conc Encased Duct Bank w/81 PVC	1.000 ls @ \$37,187.92/ls	37,187.92 [60F]
Ventilation System Control Panel	1.000 ls @ \$8,691.61/ls	8,691.61 [61F]
Repair/Replace Electrical Equipment	1.000 ls @ \$304,621.77	<u>304,621.77 [62F]</u>
Total		<u>\$623,734.81</u>

Reason(s) for Extra(s)/Adjustment(s):

The first item addresses the request of the Detroit Metro Fire Marshall to rewire the ventilation system to assure that all air supply and exhaust fans shut down in the event of a fire. [52F]

The second pay item was required because the duct to be used for the installation of the planned power cable was blocked with debris. This work included one subcontractor to video tape the blockage and another subcontractor to line-jet the duct clear, with high-pressure water. [53F]

The third pay item is to address the installation of a fiber optic cable to complete the supervisory control and data acquisition system, as intended in the contract documents. Provision to pay for this particular item was omitted from the contract. [54F]

The fourth pay item is for the reduction of dollars which were established for a previous extra. During construction, the design concept for the Fox runway bridge was revised by the design professional, resulting in the elimination of 75% of the tunnel lighting fixtures required. [55F]

The fifth pay item is a fire protection feature. The supervisory control and data acquisition system room and the United Parcel Service room within the north tunnel service building are equipped with Inergen gas release system for fire protection. During a final review of the installed system, it was realized that the designed ventilation system could not accommodate the initial burst of Inergen in the event of a fire. The contractor was directed to install supplemental ductwork with gravity damper as provided by the design professionals. [56F]

The sixth item addresses the current National & Metro Airport Safety Code. These are recommendations of the Detroit Metro Fire Marshall. The item includes improvements to the current hydrant connections, adding control room signs, rewiring the existing lighting within the valve and generator rooms to the Emergency Lighting System, and installing panic bars on all four service building exit doors.[57F]

The seventh item was to address water which was ponding on the electrical room floor following inclement weather. This excess water was getting into many duct bank systems. Trench drains were installed around the entire perimeter of the electrical room to intercept the water and redirect it into an existing floor drain in the building corridor. [58F]

The eighth item was to add specified markings and lighting for taxiway bridges, as required by the Federal Aviation Administration. This work was not identified in the original contract documents. [59F]

The ninth pay item of conduit is for the installation of the electrical and communication cables within the tunnel deck which could not be routed from the tunnel deck into the service building as shown on the plans. This large quantity of wiring would not fit through the electrical conduit. The contractor was directed to install additional conduit through the west wall of the tunnel and back into the north wall of the service building. This required the additional work of reinforcing steel and concrete encasement of the conduit. [60F]

The tenth item was to change the ventilation system control panel from a temporary fixture to a permanent fixture. The plans call for a future installation of a permanent fixture. The ventilation system operates the tunnel jet fans in the event of an emergency. The panel control features were reconfigured as requested by the Detroit Metro Airport Fire Marshall. [61F]

The eleventh item was to compensate the contractor for the extra work performed to clean, test, replace and repair the electrical equipment and materials. This damage was a result of the flooding that occurred on September 11, 2000, during a major rain event. [62F]

The unit prices for all eleven items above are based on actual labor, equipment, and material required to complete the work as directed. The cost of this work is determined in accordance with Section 109.07 of the 1996 Standard Specifications for Construction. Documentation for this work is in the project file and can be obtained by contacting the Taylor Transportation Service Center.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This agenda item requests additional funding for the extra work associated with conduits, trenching, pavement marking, lighting, and ventilation not originally identified in the project, but necessary to meet federal safety requirements.

Benefit: Doing this work insures the safest possible facility for those using the Detroit-Wayne County Metro Airport.

Funding Source: FHWA, 78.57%; Wayne County, 21.43%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work makes MDOT liable for property damage and personal injury resulting from accidents at the airport.

Cost Reduction: The cost is based on time and materials per standard MDOT force account procedure.

New Project Identification: This is an existing project already under contract.

59. **Item Number 2003 - 61**

Control Section/Job Number: 70025 – 33330A MDOT Project

Contractor: Milbocker & Sons, Inc.
1256 29th Street
Allegan, Michigan 49010

Designed By: Consultant
Engineer's Estimate: \$26,778,481.90

Description of Project:

4.50 km of bituminous widening and 0.32 km of concrete freeway construction, ramps, retaining wall, local road relocation, three (3) new structures and rehabilitation of one (1) existing structure in the M-6/I-196 interchange, in Jamestown and Georgetown Townships, Ottawa County.

Administrative Board Approval Date:	March 20, 2001	
Contract Date:	April 4, 2001	
Original Contract Amount:	\$23,924,281.36	
Total of Overruns/Changes (Approved to Date):	-892,441.66	- 3.73 %
Total of Extras/Adjustments (Approved to Date):	160,140.79	+ 0.67 %
THIS REQUEST	<u>815,554.50</u>	<u>+ 3.41 %</u>
Revised Total	<u>\$24,007,534.99</u>	+ 0.35 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract -3.06 % under the original budget for an **Authorized to Date Amount** of \$23,191,980.49.

Approval of this extra will place the authorized status of the contract +0.35 % (+83,253.63) over the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 34, r.9

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

The following three extra quantities were deleted:

Concrete Surface Sealer (S01)	(-15,000.000) dlr @ \$1.00/dlr	(\$15,000.00)
Ride Quality Measurement (S01)	(-1,500.000) dlr @ \$1.00/dlr	<u>(1,500.00)</u>
Total Deleted		<u>(\$16,500.00)</u>

The following thirty-four Extras were added (the first 29 items were **Retrofit on S01**):

Ride Quality Measurement	1.000 LS @ \$3,500.00/LS	3,500.00
Ride Quality-Bridge Deck	410.000 m2 @ \$1.00/m2	410.00
Concrete Surface Sealer	1.000 LS @ \$25,000.00/LS	25,000.00
Bridge Barrier Railing, Type 4 (Modified)	24.000 m @ \$500.00/m	12,000.00
Texturing Concrete	23.000 m2 @ \$80.00/m2	1,840.00
Bearing Elastomeric, with Externally Bonded Bearing Plates	12.000 ea @ \$4,000.00/ea	48,000.00
Str Steel, Retrofit, Furn, Fab, & Erect	1.000 LS @ \$130,500.00/LS	130,500.00
Jack and Remove Existing Bearing	12.000 ea @ \$10,000.00/ea	120,000.00
Steel Structure, Cleaning, Partial Type 4	1.000 LS @ 6,000.00/LS	6,000.00
Steel Structure, Coating, Partial Type 4	1.000 LS @ \$1,000.00/LS	1,000.00
Conc Quality Assurance	20.000 m3 @ \$38.90/m3	778.00
Conc, Grade D	12.000 m3 @ \$1,100.00/m3	13,200.00
Conduit, Schedule 80 PVC, 75 mm, Structure	22.000 m @ \$23.00/m	506.00
Contractor Staking (Retrofit)	1.000 LS @ \$4,000.00/LS	4,000.00
Deck Joint, Rem	51.000 m @ \$335.00/m	17,085.00
Expansion Joint Device	51.000 m @ \$260.00/m	13,260.00
False Decking	126.000 m2 @ \$33.00/m2	4,158.00
Field Repr of Damaged Coating	1.000 LS @ \$4,000.00/LS	4,000.00
Hand Chipping, Other Than Deck	0.500 m3 @ \$2,500.00/m3	1,250.00
Joint Waterproofing	25.000 m2 @ \$40.00/m2	1,000.00
Mobilization, Max.	1.000 LS @ \$20,000.00/LS	20,000.00
Patch, Forming	0.500 m2 @ \$375.00/m2	187.50
Patching Mortar or Conc	0.50 m3 @ \$1,500.00/m3	750.00
Reflective Marker, Permanent Barrier	4.000 ea @ \$20.00/ea	80.00
Reinforcement Steel, Epoxy Coated	1,076.00 kg @ \$2.50/kg	2,690.00
Staking Plan Errors & Extras, One Person	4.000 hr @ \$140.00/hr	560.00
Staking Plan Errors & Extras, One Person	6.000 hr @ \$60.000/hr	360.00
Staking Plan Errors & Extras, One Person	2.000 hr @ \$100.00/hr	200.00
Support, Column, Temp	14.000 ea @ \$3,910.00/ea	54,740.00
Structures, Rem Portions (S01)	1.000 LS @ \$20,000.00/LS	20,000.00
Structures, Rem Portions (S02)	1.000 LS @ \$115,000.00/LS	115,000.00
Mobilization, Max.(S02, Superstructure Rem.)	1.000 LS @ \$25,000.00/LS	25,000.00
Structures, Rem Portions (S03)	1.000 LS @ \$160,000.00/LS	160,000.00
Mobilization, Max. (S03, Superstructure Rem.)	1.000 LS @ \$25,000.00/LS	<u>25,000.00</u>
Net Total		<u>\$815,554.50</u>

Reason(s) for Extra(s)/Adjustment(s):

The three grade separation structures at the intersection of M-6 and I-196 were inadequately designed. These design flaws were discovered while the bridges were being constructed. The items associated with S01 retrofit entail jacking, removing and replacing the bearings, steel cross frames and web splices, and the expansion joints. The items associated with S02 entail removal of the concrete deck, steel beams, and bearings. The items associated with S03 entail the demolition and removal of the steel beams and bearings. For more detailed specific information please see the attached Contract Modification. The documentation of these prices is in the project files and can be obtained by contacting the Grand Rapids Transportation Service Center.

The unit prices for the above work were negotiated in accordance with Section 103.04 – Extra Work – of the 1996 Standard Specifications for Construction and compare favorably with MDOT published unit prices. The lump sum prices are based upon Section 109.07.B of the 1996 Standard Specifications for Construction.

The Department has secured a written commitment from the design consultant team to pay 100% of the cost of the extra work. The consulting design team has been working with MDOT analyzing retrofit and replacement options for the structures at this intersection.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is for additional funding to complete the design and construction of the S01, S02, and S03 of the M-6 and I-196 intersection.

Benefit: Doing this work ensures that the project is done in accordance with standard specifications.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%, and will be 100% reimbursed by the design consultant team.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not completing this work leaves MDOT liable for substandard and unsafe bridge structures.

Cost Reduction: The cost is based on labor and materials per standard MDOT specifications, Davis-Bacon, Blue Book Equipment rental rates, and MDOT published unit prices.

New Project Identification: This is an existing project already under contract.

60. **Item Number 2003 - 62**

Control Section/Job Number: 63174 – 55700A MDOT Project

Contractor: E. C. Korneffel Company
2691 Veteran's Parkway
Trenton, Michigan 48183

Designed By: Consultant
Engineer's Estimate: \$570,809.27

Description of Project:

New pedestrian bridge on I-75, 0.8 mi south of M-59 in the city of Auburn Hills, Oakland County.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	November 7, 2002	
Original Contract Amount:	\$546,565.74	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00 %
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00 %
THIS REQUEST	<u>65,000.00</u>	<u>+ 11.89 %</u>
Revised Total	<u>\$611,565.74</u>	+ 11.89 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00 % over the original budget for an **Authorized to Date Amount** of \$546,565.74.

Approval of this extra will place the authorized status of the contract +11.89% (+ \$65,000.00) over the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Pile Obstruction	65,000.000 Dlr @ \$ 1.00/Dlr	<u>\$ 65,000.00</u>
Total		<u>\$ 65,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

While the support piles were being driven for the bridge abutments, the contractor encountered boulders. This consequently required additional effort to install the piles.

The price for this additional work is based on actual labor and materials required to complete the work as directed. This work is done in accordance with 705.03.E.2 of the 2003 Interim Standard Specifications for Construction. Documentation is in the project file and can be obtained by contacting the Oakland Transportation Service Center.

Section 103.04 – Extra Work – of the 2003 Interim Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2003, meeting and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This agenda item requests additional funding for the extra work associated with boulder obstruction not originally identified in the project, but necessary to properly construct this project.

Benefit: Doing this work insures the bridge abutments will be constructed to adequately support the bridge for this project.

Funding Source: FHWA Funds, 90.00%; State Restricted Trunkline Funds, 10.00%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this extra work violates federal and state mandated requirements for bridge support, making MDOT liable for property damage and personal injury resulting from the possible collapse of the bridge.

Cost Reduction: The cost is based on time and materials per standard MDOT force account procedures.

New Project Identification: This is an existing project already under contract.

61. **Item Number 2003 - 63**

Control Section/Job Number: 23152 – 45640A MDOT Project

Contractor: Walter Toebe/Interstate Highway
29001 Wall Street
Wixom, Michigan 48393

Designed By: MDOT
Engineer's Estimate: \$38,285,870.15

Description of Project:

7.38 km of concrete freeway and ramp reconstruction and rehabilitation of 26 structures on I-96 from M-43 easterly to Lansing Road, 7.26 km of concrete pavement repair on I-96 from Wacousta Road easterly to M-43, and 14.92 km of overband crack fill on I-96 from Lansing Road easterly to College Road, in Delta, Windsor, Lansing, and Watertown Townships, Eaton, Clinton and Ingham Counties.

Administrative Board Approval Date:	February 5, 2002	
Contract Date:	February 6, 2002	
Original Contract Amount:	\$35,738,776.46	
Total of Overruns/Changes (Approved to Date):	1,029,802.05	+2.88%
Total of Extras/Adjustments (Approved to Date):	338,702.51	+0.95%
THIS REQUEST	<u>245,000.00</u>	<u>+ 0.68%</u>
Revised Total	<u>\$37,352,281.02</u>	+4.51%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract+3.83% over the original budget for an **Authorized to Date Amount** of \$37,107,281.02.

Approval of this extra will place the authorized status of the contract +4.51% (+\$1,613,504.56) over the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 45, r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Remove & Replace		
Barrier Wall at S01 of 23151	245,000.00 dlr @ \$ 1.00/dlr	\$245,000.00
Total		<u>\$245,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The work associated with the item above was done in response to safety concerns of the residents along the project corridor in the vicinity of Creyts Road.

The cost for this work was determined in accordance with Section 109.07 of the 1996 Standard Specifications for Construction and is based on actual costs for labor, equipment, and materials. This contract modification establishes a budgeted amount for the work, and will be balanced on a future contract modification.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This agenda item requests additional funding for a barrier wall reconstruction based on force account records. The extra work associated with removal and placement of the barrier wall at S01 was not originally identified as work necessary to complete this project, but was necessary to meet federal safety requirements.

Benefit: Doing this work insures the safest possible facility for those using the I-96 corridor through Eaton county.

Funding Source: FHWA, 81.85%; State Restricted Trunkline Funds, 18.15%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work makes MDOT liable for property damage and personal injury resulting from accidents along I-96.

Cost Reduction: The cost is based on Davis-Bacon labor rates, Blue Book rental rates, and MDOT published unit prices for materials per standard MDOT force account procedures.

New Project Identification: This is an existing project already under contract.

62. **Item Number 2003 - 64**

Control Section/Job Number: 82052 – 45694A MDOT Project

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Township, Michigan 48315

Designed By: MDOT
Engineer's Estimate: \$8,235,571.63

Description of Project:

1.65 mi of cold milling and resurfacing, pavement repairs on US-24 from Van Born Road to Oxford Avenue, and 0.85 mi of total reconstruction of pavement on M-24 from Oxford Avenue to Fordson Avenue, and overhead signs upgrades from Eureka Road to M-102, polymer and deep overlays, concrete beam repair, abutment repair, and slope pavement repair on the northbound and southbound bridge over Ecorse Creek, in the cities of Dearborn and Dearborn Heights, Wayne County.

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	April 10, 2003	
Original Contract Amount:	\$8,538,261.79	
Total of Overruns/Changes (Approved to Date):	-885,010.56	-10.36 %
Total of Extras/Adjustments (Approved to Date):	1,159,495.64	+ 13.58 %
THIS REQUEST	<u>591,996.80</u>	<u>+ 6.93 %</u>
Revised Total	<u>\$9,404,743.67</u>	+ 10.15 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.22% over the original budget for an **Authorized to Date Amount** of \$7,653,251.23.

Approval of this extra will place the authorized status of the contract +10.15 % (+ \$866,481.88) over the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 5, r.4; 6, r.6; 7, r.7

This contract modification (CM) requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5, r. 4

Cold patch modified	50.000Ton @ \$ 100.00/Ton	\$ 5,000.00
Drain Structure, Additional Depth, 60 in diameter 8'-15'	10.000Ft @ \$ 265.00/Ft	2,650.00
Drain Structure, Additional Depth, 72 in diameter 8'-15'	50.000Ft @ \$ 395.00/Ft	19,750.00
Drain Structure, 60 in diameter	4.000Ea @ \$ 1,875.00/Ea	7,500.00
Drain Structure, 72 in diameter	10.000Ea @ \$ 2,650.00/Ea	26,500.00
Sewer, Cl B, 36 in Trench Detail B	200.00Ft @ \$ 120.00/Ft	<u>24,000.00</u>
Total for CM 5, r. 4		<u>\$85,400.00</u>

CM 6, r.6

Joint, Contraction, C3p	1,600.000Ft @ \$ 2.26/Ft	\$3,616.00
Joint, Contraction, Cp	25,000.000Ft @ \$ 11.92/Ft	298,000.00
Joint, Expansion, E2	2,500.000Ft @ \$ 16.54/Ft	<u>41,350.00</u>
Total for CM 6, r.6		<u>\$342,966.00</u>

CM 7, r.7

Subgrade Undercutting-Mod(21AA)	208.000Cyd @ \$ 40.10/Cyd	\$8,340.80
Water Service, Long	350.00Ft @ \$ 26.00/Ft	9,100.00
Drain Structure, Add Depth, 72 diam, more than 15 ft	25.000Ft @ \$ 395.00/Ft	9,875.00
Drainage Structure, Tap, 15 in	5.000Ea @ \$ 250.00/Ea	1,250.00
Drainage Structure, Tap, 18 in	5.000Ea @ \$ 250.00/Ea	1,250.00
Sewer Cl B 15 inch Trench Det B	671.000Ft @ \$ 75.00/Ft	50,325.00
Sewer Cl B 18 inch Trench Det B	581.000Ft @ \$ 90.00/Ft	52,290.00
Sewer Cl B 24 inch Trench Det B	150.000Ft @ \$ 100.00/Ft	15,000.00
Sewer Cl E 18 inch Trench Det B	180.000Ft @ \$ 90.00/Ft	<u>16,200.00</u>
Total for CM 7, r.7		<u>163,630.80</u>

Total for this request \$591,996.80

Reason(s) for Extra(s)/Adjustment(s):

The extra items in CMs 5, r.4, and CM 7, r. 7 are for storm water drainage work. The contractor was directed during construction by MDOT construction forces to improve the drainage along the southbound roadway and to relocate as many structures out of the roadway as possible. This portion of Telegraph Road has been experiencing drainage problems for a number of years, and these items will improve and correct the situation.

The extra item in CM 6, r.6 were needed for the project but were omitted from the plans. The paving of this urban project was restricted by the limited work area, multiple stages of work, and the need to maintain local traffic. These restrictions made it necessary to place joints simultaneously with the paving operation. These quantities are based on estimates provided by MDOT Design personnel.

The unit costs for this work are based on published Michigan Department of Transportation unit prices and were determined in accordance with Section 103.04 of the 2003 Interim Standard Specifications for Construction.

Supporting documentation can be found in the project files at TTMPs, 123 Brighton Lake Road, Suite 203, Brighton, Michigan 48116 and can be obtained by contacting the Taylor Transportation Service Center.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is for funding of extra items of work omitted during the development of the plans and proposal as well as substitution of items to expedite construction phases.

Benefit: Approval of this work assures that the public will have a roadway facility built to the standard specifications governing the contract documents, maintain underground utility service without disruption, as well as have a better supported concrete pavement.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 15.79%; City of Dearborn, 2.36%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not incorporating this underground work would adversely effect the integrity of the existing roadway structure and prevent this project from being constructed to thoroughly support the heavy machinery that will utilize the subbase and the base prior to the placement of the concrete pavement, causing roadway failure as well as liability.

Cost Reduction: The cost is based on published Michigan Department of Transportation unit prices. These prices are industry standard and are reasonable.

New Project Identification: This is an existing project already under contract.

63. Item Number 2003 - 65

Control Section/Job Number: 82071 – 58218A MDOT Project

Contractor: John Carlo, Incorporated
River Ridge Corporate Centre
45000 River Ridge Drive
Clinton Township, Michigan 48083

Designed By: Consultant
Engineer's Estimate: \$4,516,157.54

Description of Project:

1.35 mi of cold milling and concrete overlay on M-85 from Sainte Anne Street to west of Clark Street and east of Rosa Parks Boulevard to Sainte Anne Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	October 1, 2002	
Contract Date:	December 20, 2002	
Original Contract Amount:	\$4,129,836.50	
Total of Overruns/Changes (Approved to Date):	-300,579.03	- 7.28 %
Total of Extras/Adjustments (Approved to Date):	0.00	0.00 %
THIS REQUEST	<u>332,245.45</u>	<u>+ 8.04 %</u>
Revised Total	<u>\$4,161,502.92</u>	+ 0.76 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract -7.28 % under the original budget for an **Authorized to Date Amount** of \$3,829,257.47.

Approval of this extra will place the authorized status of the contract + 0.76 % (+ \$31,666.42) over the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1, r.3; 2, r.2; & 4, r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1 r. 3

Joint, Contraction, C2p	13,675.000m @ \$18.61/m	\$ <u>254,491.75</u>
Total for CM 1, r.3		<u>254,491.75</u>

CM 2 R. 2

Drainage Structure, 600mm dia	2.000ea @ \$ 795.00/ea	1,590.00
Drop Inlet, Type 1	1.000ea @ \$400.00/ea	400.00
Hand Patching	40.000t @ \$ 140.00/t	<u>5,600.00</u>
Total for CM 2, r.2		<u>7,590.00</u>

CM 4 r.2

Cement	30.000t @\$157.00/t	4,710.00
Curb and Gutter, Rem	3,000.000m @\$21.3/m	63,900.00
Pavement for Butt Joints, Rem	78.000m2 @\$14.15/m2	1,103.70
Sewer Bulkhead, 300mm	3.000 ea @\$150.00/ea	<u>450.00</u>
Total for CM 4, r.2		<u>70,163.70</u>

Total for this request	<u>\$332,245.45</u>
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Reason(s) for Extra(s)/Adjustment(s):

The extra item in CM1, r.3 is for joint work. This work is offset by decreasing the original item of Joint, Contraction, Cp. This work is recommended due to the short and staggered joint spacing. The net of this contract modification is (- \$ 83,964.50) and is reflected in the original changes approved to date.

The extra items in CM 2, r. 2 address standard drainage items not in the original plans but needed to construct this project to standard, and the hand-patching in this contract modification was used in construction to maintain traffic during the construction phases of this project.

The extra items in CM 4, r.2 add cement to the project to allow for the development of a higher strength concrete pavement more quickly, so the concrete pavement surface can be opened to traffic earlier; the curb and gutter removal item was in the plans but there was no item set up for this work in the original contract; the pavement butt joints were needed at the point of beginning, the point of ending, and at crossing approach legs at major intersections; the sewer bulkheads were to maintain drainage integrity.

The unit costs for this work are based upon published Michigan Department of Transportation unit prices. This work is governed by Section 103.04 of the 1996 Standard Specifications for Construction. Supporting documentation for this work is in the project files and can be obtained by contacting the Detroit Transportation Service Center.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is for funding of extra items of work omitted during the development of the plans and proposal, as well as substitution of items to expedite construction phases.

Benefit: Approval of this work assures that the public will have a roadway facility built to the standard specifications governing the contract documents, as well as have a better supported concrete pavement.

Funding Source: FHWA, 81.77%; State Restricted Trunkline, 16.03%; City of Detroit, 2.20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not incorporating this work would adversely affect the integrity of the proposed roadway structure and would prevent this project from being constructed to standard causing roadway failure, as well as liability.

Cost Reduction: The cost of this extra is based on published Michigan Department of Transportation unit prices. These prices are industry standard and are reasonable.

New Project Identification: This is an existing project already under contract.

64. Item Number 2003 - 66

Control Section/Job Number: 25544 – 50140A Local Agency Project

Contractor: Six-S, Incorporated
2210 Scott Lake Road
Waterford, Michigan 48328

Designed By: Local Agency
Engineer's Estimate: \$1,238,966.50

Description of Project:

796 m of road widening/reconstruction and storm sewer on Ballenger Highway, Corruna Road (M-21) to the Flint city limits in the city of Flint, Genesee County.

Administrative Board Approval Date:	September 17, 2002	
Contract Date:	December 17, 2002	
Original Contract Amount:	\$1,063,189.03	
Total of Overruns/Changes (Approved to Date):	15,533.39	+ 1.46 %
Total of Extras/Adjustments (Approved to Date):	50,848.45	+ 4.78 %
THIS REQUEST	<u>29,250.00</u>	<u>+ 2.75 %</u>
Revised Total	<u>\$1,158,820.87</u>	+ 8.99 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 6.24% over the original budget for an **Authorized to Date Amount** of \$1,129,570.87.

Approval of this extra will place the authorized status of the contract +8.99% over (+\$95,631.84) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3, r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Conflict Chamber, Sanitary	13.000 ea @\$2,100.00/ea	\$27,300.00
Erosion Control, Drainage Structure, Stone Filter	30.000 Ea @\$65.00/ea	<u>1,950.00</u>
Total		<u>\$29,250.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The placement of the proposed storm sewer and the existing sanitary sewer system were in the same location. The sanitary sewer was not shown on the profile sheets. There was only a note for the contractor to locate and verify the vertical elevation. Some of the conflict chambers will replace drainage structures shown on plans. The stone filter is an erosion control measure which was needed to control erosion on the project and was not included in the proposal. The FHWA is in concurrence with the inclusion of this extra work.

Payment for the work was negotiated in accordance with Section 103.04 of the 1996 Standard Specifications for Construction.

Supporting documentation can be found in the project files at Rowe, Incorporated, 6211 Taylor Drive, Flint, Michigan, 48507, and can be obtained by contacting the Davison Transportation Service Center.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is for funding of extra items of work omitted during the development of the plans and proposal, as well as substitution of items.

Benefit: Approval of this work assures that the public will have a roadway facility built to the standard specifications governing the contract documents and maintain enhanced underground sanitary service without disruption of sewer services.

Funding Source: State Restricted Trunkline, 80.00%; City of Flint, 20.00%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not incorporating this underground and erosion control work would adversely affect the constructability of the proposed storm sewer system, disrupt the sanitary service, and allow for soil erosion to enter our runoff streams and rivers. MDOT would be financially responsible for compensating residents for inconvenience and for paying fines for sedimentary surface water pollution.

Cost Reduction: The cost of this extra is based on published Michigan Department of Transportation unit prices. These prices are industry standard and are reasonable.

New Project Identification: This is an existing project already under contract.

OVERRUNS

65. **Item Number 11 - 1**

Control Section/Job Number: 53022 – 37971A MDOT Project

Contractor: Rieth-Riley Construction Co., Inc.
3626 Elkhart Road
P. O. Box 0477
Goshen, Indiana 46527-0477

Designed By: MDOT
Engineer's Estimate: \$2,402,509.10

Description of Project:

4.844 km of bituminous cold milling, resurfacing, widening, grade lift, curb and gutter, drainage improvements and traffic signal installation, on US-10, from Bean Road easterly to Custer east village limits, in the city of Scottville, the village of Custer, and Amber and Custer Townships, Mason County.

Administrative Board Approval Date:	April 3, 2001	
Contract Date:	May 9, 2001	
Original Contract Amount:	\$2,812,706.44	
Total of Overruns/Changes (Approved to Date):	281,270.64	+10.00 %
Total of Extras/Adjustments (Approved to Date):	151,016.75	+5.37 %
Extra Item 2001-51 (Pending Approval):	59,561.50	+2.12 %
THIS REQUEST	<u>165,018.37</u>	+ <u>5.86 %</u>
Revised Total	<u>\$3,469,573.70</u>	+ 23.35 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request, but including the Extra Item 2001-51 on this Agenda**, places this contract +17.49% over the original budget for an **Authorized to Date Amount** of \$3,304,555.33.

Approval of this overrun will place the authorized status of the contract + 23.35% (+\$656,867.26) over the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

A quantity increase in the following item necessitated this request for additional funds:

Subbase, CIP	21,156.202 m3 @ \$7.80/m3	<u>\$165,018.37</u>
Total		<u>\$165,018.37</u>

Reason(s) for Overrun(s):

This project required the building of a temporary roadway to facilitate construction staging. The temporary roadway required reconstruction due to subgrade failure. The item of Subbase, CIP was increased for the repair of the temporary roadway. The original temporary roadway was to be constructed of bituminous millings over a given depth of subbase. This design failed when the millings were being placed. The redesigned section called for additional depth of subbase material. These changes were discussed with a design engineer, Craig Taylor, and the MDOT Construction Delivery Engineer, Patricia Johnson and were approved for construction. This work is governed under the 1996 Standard Specifications for Construction.

This Overrun was recommended for approval by the State Transportation Commission at its October 30, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The construction of the temporary roadway facilitates an expedient completion of the project. The public inconvenience is minimized by using a temporary roadway. This substantially shortens the construction period.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work will lead to user-delay costs due to a lengthy construction period associated with this project.

Cost Reduction: The lowest possible quantity of work was performed at this site.

New Project Identification: This is an existing project already under contract.

66. **Item Number 11 - 2**

Control Section/Job Number: 25402 – 50106A Local Agency Project

Contractor: Saginaw Asphalt Paving Company
3200 Carrollton Road, P. O. Box 577
Carrollton, Michigan 48724

Designed By: Consultant
Engineer's Estimate: \$290,510.00

Description of Project:

Cold milling and resurfacing with curb and gutter on Saginaw Street from Grand Blanc Road to Center Road in the city of Grand Blanc, Genesee County.

Administrative Board Approval Date:	August 6, 2002	
Contract Date:	August 7, 2002	
Original Contract Amount:	\$244,024.06	
Total of Overruns/Changes (Approved to Date):	24,402.41	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	3,650.00	+ 1.50%
THIS REQUEST	<u>28,775.53</u>	+11.79%
Revised Total	<u>\$300,852.00</u>	+ 23.29%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 11.50% over the original budget for an **Authorized to Date Amount** of \$272,076.47.

Approval of this overrun will place the authorized status of the contract +23.29% (+ \$56,827.94) over the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

A quantity increase in the following item necessitated this request for additional funds:

Hand Patching	327.553 ton @ \$87.85/ton	<u>\$28,775.53</u>
Total		<u>\$28,775.53</u>

Reason(s) for Overrun(s):

The project log shows that the removed pavement is to be replaced with hot mix asphalt and is to be paid for as hand patching. The city of Grand Blanc recommended that additional quantities of curb and gutter be removed and replaced, thereby increasing the quantity of hand patching required. Additional pavement repair was done after the cold milling operation and prior to the placement of the two hot mix asphalt layers. This also increased the amount of hand patching.

This Overrun was recommended for approval by the State Transportation Commission at its October 30, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This requests supplemental funds to the original contract to include the above item of work.

Benefit: Including this work in the contract facilitates a faster completion of the project.

Funding Source: FHWA, 71.57%; City of Grand Blanc, 28.43%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not including this work in the project potentially causes the motoring public to have one side of the vehicle on pavement and the other side on gravel. This is potentially hazardous and leaves MDOT liable for the safety of the public.

Cost Reduction: The lowest possible quantity of work was performed at this site.

New Project Identification: This is an existing project already under contract.

67. Item Number 11 - 3

Control Section/Job Number: 82061 – 73979A MDOT Project

Contractor: Scodeller Construction, Inc.
P. O. Box 448
South Lyon, Michigan 48178

Designed By: MDOT
Engineer's Estimate: \$32,700.00

Description of Project:

1.21 mi of hot mix asphalt crack treatment on US-12 from Gulley Road to Outer Drive in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	April 14, 2003	
Original Contract Amount:	\$30,687.00	
Total of Overruns/Changes (Approved to Date):	3,068.70	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	-1,800.00	- 5.86%
THIS REQUEST	<u>17,328.44</u>	+ <u>56.47%</u>
Revised Total	<u>\$49,284.14</u>	+ 60.61%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +4.14% over the original budget for an **Authorized to Date Amount** of \$31,955.70.

Approval of this overrun will place the authorized status of the contract +60.61% (+\$18,597.14) over the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

A quantity increase in the following item necessitated this request for additional funds:

HMA Crack Treatment, Warranty	1.156 rbmi @ \$14,990.00/rbmi	<u>\$17,328.44</u>
Total		<u>\$17,328.44</u>

Reason(s) for Overrun(s):

The pay item of hot mix asphalt crack treatment warranty should have been measured along each side of the divided roadbed facility, but it was not. It was necessary to double the plan quantity length for this item of work, and pay the contractor accordingly for his company's work. This plan error was discussed by the Taylor Transportation Service Center and the contractor.

This Overrun was recommended for approval by the State Transportation Commission at its October 30, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This requests supplemental funds to the original contract to increase the above items of work in the contract.

Benefit: Doing this work insures that the contractor is paid properly for all the work that is done for the Michigan Department of Transportation. The public benefits by having both sides of the divided highway improved equally.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work leaves the roadway improvements limited to just one side of the divided highway. Traffic on the side of the highway that is not corrected has a higher likelihood of having accidents. This leaves MDOT liable for property damage and personal injuries from accidents occurring on this roadway.

Cost Reduction: The lowest possible quantity of work was performed at this site.

New Project Identification: This is an existing project already under contract.

68. **Item Number 11 - 4**

Control Section/Job Number: 70021 – 57099A MDOT Project

Contractor: L. W. Lamb, Inc.
6090 Blue Star Highway
Saugatuck, Michigan 49453

Designed By: MDOT
Engineer's Estimate: \$477,038.63

Description of Project:

Emergency beam end repair and zone painting, deck patching and joint replacement on S01 on US-31 over I-196BL in Holland Township, Ottawa County.

Administrative Board Approval Date:	February 4, 2003	
Contract Date:	March 5, 2003	
Original Contract Amount:	\$362,673.00	
Total of Overruns/Changes (Approved to Date):	36,267.30	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	24,565.55	+6.77%
THIS REQUEST	<u>57,551.16</u>	+ <u>15.87%</u>
Revised Total	<u>\$481,057.01</u>	+ 32.64%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 16.77% over the original budget for an **Authorized to Date Amount** of \$423,505.85.

Approval of this overrun will place the authorized status of the contract + 32.64% (+\$118,384.01) over the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

A quantity increase in the following item necessitated this request for additional funds:

Structural Steel, Rolled Shape, Furn. and Fab.	1,438.779 lb @ \$40.00/lb	<u>\$57,551.16</u>
Total		<u>\$57,551.16</u>

Reason(s) for Overrun(s):

During field inspection of the structural steel used in these bridges, holes and cracks were found near the bearings on the south side of pier one and span one, and at the north side of pier three and span three. These locations required repair in order to insure the structural integrity of the bridge. This work was reviewed by field personnel from the Grand Rapids Transportation Service Center prior to being done.

This Overrun was recommended for approval by the State Transportation Commission at its October 30, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is for supplemental funds to the original contract to include the above item of work.

Benefit: The public benefits from this work being done for safety reasons.

Funding Source: State Restricted Trunkline, 100.00%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work leaves a weak structure with the potential to fail, causing extreme property damage and personal injury.

Cost Reduction: The lowest possible quantity of work was performed at this site.

New Project Identification: This is an existing project already under contract.

69. **Item Number 11 - 5**

Control Section/Job Number: 13040 - 58028 Local Agency Project

Contractor: Michigan Paving and Materials Company
[formerly Thompson-McCully Co.]
5905 Belleville Road
Belleville, Michigan 48111

Designed By: Local Agency
Engineer's Estimate: \$399,141.94

Description of Project:

4.6 km of bituminous pavement resurfacing, with aggregate shoulders, bituminous paving, concrete curb and gutter, guardrail, and slope restoration on B Drive South, easterly to 8 Mile Road, in Leroy and Newton Townships, Calhoun County.

Administrative Board Approval Date:	June 4, 2002	
Contract Date:	July 17, 2002	
Original Contract Amount:	\$420,680.65	
Total of Overruns/Changes (Approved to Date):	42,068.07	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	15,540.00	+ 3.69%
THIS REQUEST	<u>26,687.10</u>	+ <u>6.34%</u>
Revised Total	<u>\$504,975.82</u>	+ 20.03%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 13.69% over the original budget for an **Authorized to Date Amount** of \$478,288.72.

Approval of this overrun will place the authorized status of the contract +20.03 % (+ \$84,295.17) over the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

A quantity increase in the following items necessitated this request for additional funds:

Approach Grading, Special	3.663 ea @ \$2,500.00/ea	\$9,157.50
Bit Mixture, 13A	531.200 t @ \$33.00/t	<u>17,529.60</u>
Total		<u>\$26,687.10</u>

Reason(s) for Overrun(s):

These two items were used to grade and pave the three adjacent approaches of the intersection that was added at B Drive and M-66 in Calhoun County. This work was not part of the original contract, but was added during construction at the request of the Calhoun County Road Commission.

This Overrun was recommended for approval by the State Transportation Commission at its October 30, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This requests supplemental funds to the original contract to include the above items of work.

Benefit: Doing this work in conjunction with this project improves the approaches to the intersection.

Funding Source: FHWA, 80.00%; Calhoun County, 20.00%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work leaves a substandard intersection, unimproved until further work in this vicinity is done. The material cost at this time is less expensive than it would be in the future.

Cost Reduction: The lowest possible quantity of work was performed at this site.

New Project Identification: This is an existing project already under contract.

70. **Item Number 11 - 6**

Control Section/Job Number: 63022 – 60082B MDOT Project

Contractor: E. T. MacKenzie Company
4248 West Saginaw Highway
Grand Ledge, Michigan 48837

Designed By: MDOT
Engineer's Estimate: \$350,000.00

Description of Project:

Demolition of department-owned Novi rest area in the city of Novi, Oakland County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	July 3, 2003	
Original Contract Amount:	\$94,665.50	
Total of Overruns/Changes (Approved to Date):	9,466.55	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>93,946.65</u>	+ <u>99.24%</u>
Revised Total	<u>\$198,078.70</u>	+ 109.24%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 10.00% over the original budget for an **Authorized to Date Amount** of \$104,132.05.

Approval of this overrun will place the authorized status of the contract +109.24% (+\$103,413.20) over the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

A quantity increase in the following item necessitated this request for additional funds:

Pavement Removal	10,438.517 syd @ \$9.00/syd	<u>\$93,946.65</u>
Total		<u>\$93,946.65</u>

Reason(s) for Overrun(s):

The increase in pay item, "Pavement Removal," resulted from a plan quantity error of the square yardage of pavement removal needed. This is not an increased scope of work or additional area.

This Overrun was recommended for approval by the State Transportation Commission at its October 30, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This requests supplemental funds to the original contract to include the increase in the above items of work.

Benefit: The public benefits by having the pavement removed at this site, as was the original intent of the scope of work.

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 20.00%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work leaves bituminous pavement at the site that will not be used as a rest area anymore. This is an environmental liability to the Michigan Department of Transportation.

Cost Reduction: The lowest possible quantity of work was performed at this site.

New Project Identification: This is an existing project already under contract.

71. Item Number 11 - 7

Control Section/Job Number: 41029 – 60542A MDOT Project

Contractor: L.W. Lamb, Inc.
6090 Blue Star Highway
Saugatuck, Michigan 49453

Designed By: MDOT
Engineer's Estimate: \$128,458.16

Description of Project:

Emergency repairs include beam end repairs, H-bearing replacement and zone painting, joint replacements and substructure patching on I-196, M-21 Bridge over I-196 (ramp B) in the city of Wyoming, Kent County.

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	April 25, 2003	
Original Contract Amount:	\$117,072.90	
Total of Overruns/Changes (Approved to Date):	11,707.29	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	7,333.81	+ 6.26%
THIS REQUEST	<u>65,766.06</u>	+ <u>56.18%</u>
Revised Total	<u>\$201,880.06</u>	+ 72.44%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 16.26% over the original budget for an **Authorized to Date Amount** of \$136,114.00.

Approval of this overrun will place the authorized status of the contract + 72.44% (+\$84,807.16) over the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

A quantity increase in the following item necessitated this request for additional funds:

Structural Steel (Welded Repair), Erecting-Special	1,963.166 Lb @ \$33.50/Lb	<u>\$65,766.06</u>
Total		<u>\$65,766.06</u>

Reason(s) for Overrun(s):

Upon field inspection, it was determined that there was an excessive loss of section. Therefore, it was necessary to extend the length of the five welded repairs that were detailed in the plans beyond the three foot length; also, the beams of pier one required six additional welded repairs. This work was discussed and verified by Tom Tellier, Grand Region Bridge Engineer. Supporting documentation is in the project files.

This Overrun was recommended for approval by the State Transportation Commission at its October 30, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This requests supplemental funds to the original contract to compensate for the additional quantities of work items.

Benefit: The public benefits by having a safely supported bridge structure.

Funding Source: State Restricted Trunkline, 100.00%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work could lead to bridge failure, causing property damage and personal injury and loss of life.

Cost Reduction: The lowest possible quantity of work was performed at this site.

New Project Identification: This is an existing project already under contract.

EXCESS PROPERTY

72. RESOLUTION “A” – Over the Counter Sale
Tract 356, Control Section 25084, Parcel 1, Pt. A

The subject tract is located in the city of Davison, Genesee County, Michigan, and contains 45,248 square feet, more or less, of which 4,718 square feet, more or less, is subject to the right-of-way of Lapeer Road. This tract was appraised by William J. Hanson, Senior Residential Appraiser, and David K. Rexroth, Member Appraisal Institute, Senior Residential Appraiser of Cook, Pray, Hanson & Associates, at \$350,000 on February 10, 2002. The appraisal was reviewed by Sara M. Carlton, Property Appraiser, Bay Region, at \$350,000 on July 3, 2002, and the tract was approved for sale by Mark E. Jordan, Manager, Project Development Section, Real Estate Support Area, on July 8, 2002. Noah Enterprises, L.L.C., has submitted an “Application to Purchase and Agreement of Sale,” accompanied by a check in the amount of \$70,000, which represents a 20 percent bid deposit. This tract was offered to the local municipality prior to being offered to the public. The tract was determined to be excess by the Bureau of Highways - Development.

\$350,000

Purpose/Business Care: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of governments, or private parties. The sale of excess property or the exchange of excess property for other State needed real estate interests returns revenue to the State or minimizes capital outlay.

Benefit: MDOT will benefit from the reduced inventory of State-owned property and from generating revenue or receiving other benefits.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A.

Zip Code: 48423

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 29, 2003 - Secretary of State's Office, 3:30 PM

State Administrative Board Meeting: November 4, 2003 - State Capitol, 11:00 AM

CONTRACTS

1. *HIGHWAYS - Construction Engineering Services

Contract (2003-0703) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services, including road and bridge work, on I-96, US-24, and M-14 in Wayne County. The work items will include project administration, inspection, staking, quality control testing and reporting, measurement, computation, and documentation of quantities, reporting and recordkeeping, and finaling of all project documentation. The contract will be in effect from the date of award through August 1, 2006. The total contract amount will be \$5,098,937.74. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide full construction engineering inspection, testing, and preliminary staking services for oversight of MDOT's project on I-96, US-24 and M-14 in Wayne County.

Benefit: This contract will provide for the inspection and oversight of all contract work on the construction contract to insure that all materials and workmanship are in accordance with MDOT specifications and guidelines and to measure, document, and process payment for all construction contract work. This oversight will ensure all FHWA rules and regulations are followed as necessary to provide for Federal funding.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined would result in the loss of Federal funds and be contrary to State policy and regulations, and could accelerate the deterioration of some roads/bridges which are currently in fair to poor condition. This would not be acceptable to the people of the State of Michigan. Also, the Department has several other projects in the area of the 45705A, etc., project which are dependant on the 45705A, etc., project being built as specified.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract amount. Hours are negotiated based on needed service.

New Project Identification: This is for oversight of an existing project.

Zip Code: 48223

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director